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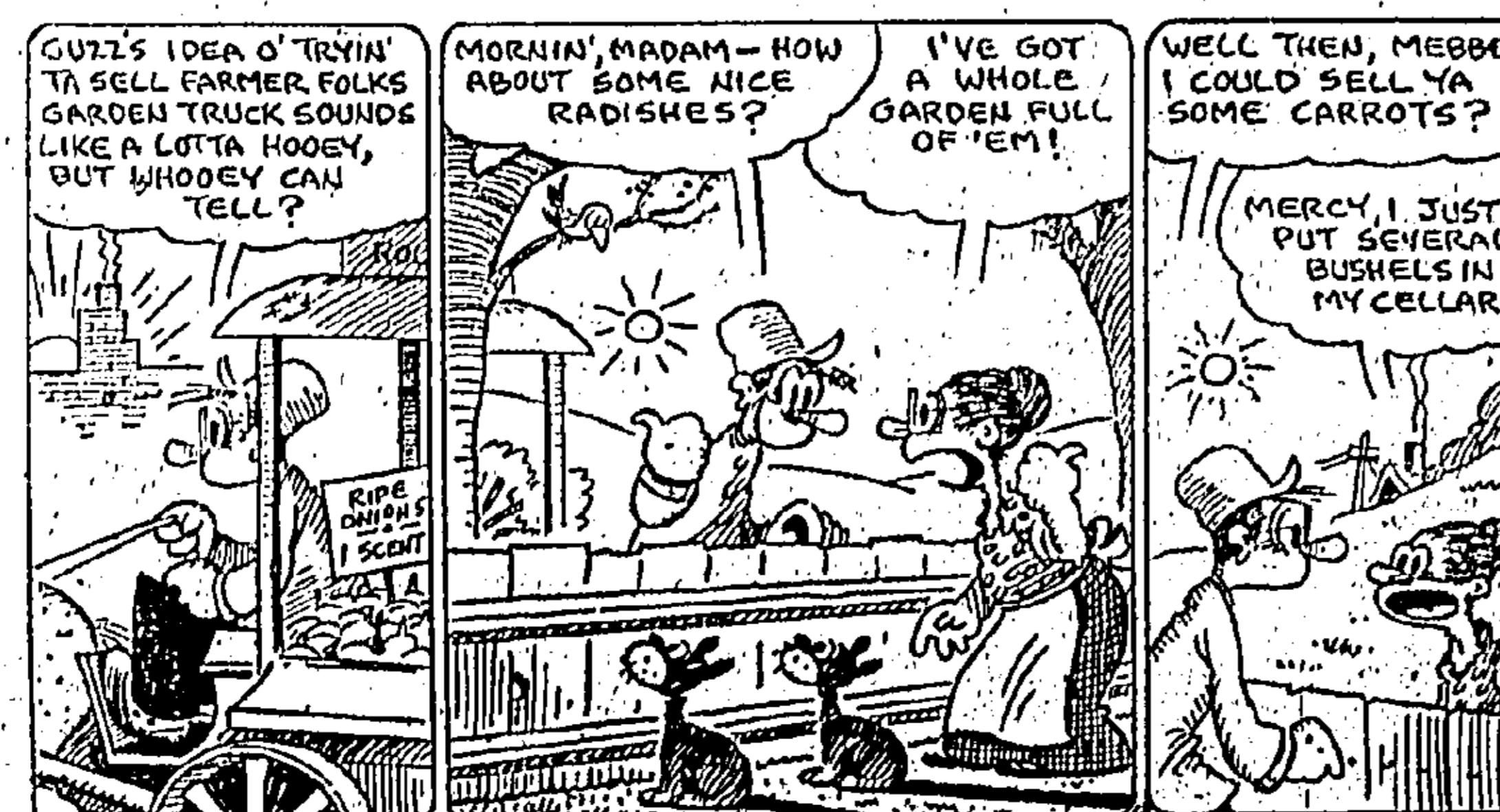


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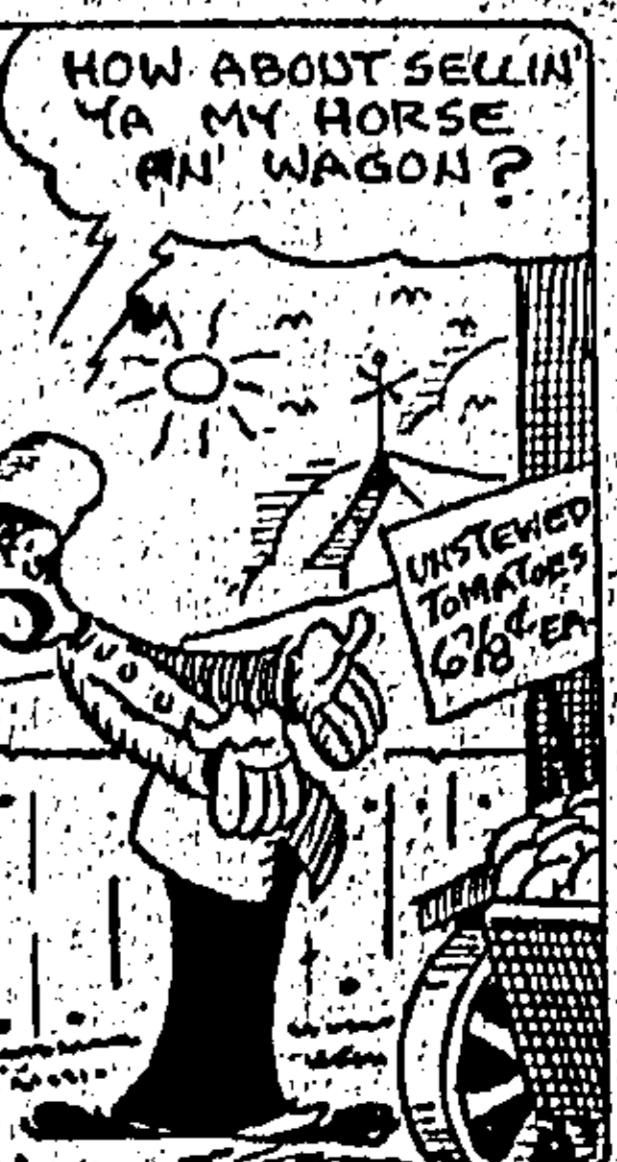
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THE K. C. C. ANNUAL MEETING.

PROPOSED INCREASE OF SUBSCRIPTIONS.

That the Club should increase the monthly subscriptions by 50 per cent in order to establish a reserve fund for the erection of the new club house which will be built when the club moves to King's Park in 1932, was the general opinion expressed at the annual meeting of members of the Kowloon Cricket Club held in the pavilion last evening.

Mr. R. E. Lindsell, the president, reviewed the activities of the Club for the past year and commented upon the success of the two cricket elevens in the League last season. He remarked that the grounds were in splendid condition and that the Club not only possessed the best bowling green but also the best wicket in the Colony.

After the minutes of the last meeting had been read, the chairman addressed the meeting, said:

The report and accounts of the Club for the year ending on the 31st July last having been in your hands for the necessary week, I will, as usual, with your permission take them as read.

There is but little in the Report to comment on. The Club had a most successful year all round especially at cricket. Though we did not win either Shield or 1st League team was one of the strongest we have ever had, and but for the luck of the draw which made it necessary for us to play two of our hardest matches on the small and tricky grounds of our opponents we might well have beaten the University's fine record.

The 2nd XI also had a most enjoyable and successful season, and we look forward with confidence to seeing both teams do equally well, if not better, this year. We shall miss Loyal and Reynolds, but I hear of one or two most promising young players who are training on to fill the gaps.

Sad Lack of Success.

At Lawn Bowls, the sad lack of success of our senior team was amply atoned for by the brilliance of our 2nd Leaguers, and at Tennis the three Divisions of the League and the friendly matches arranged brought pleasure though without any marked success to a large number of players.

The events of our annual Tennis Tournament were fairly well patronised, but I must admit that I personally am not satisfied with the way that year after year this Tournament drags on right through the summer to its weary end, and I strongly urge the new tennis sub-committee to devise some means of speeding up next year's events.

Our grounds are in splendid condition, and we can now pride ourselves on having not only the best bowling green but also the best wicket in the Colony.

Building Improvements.

As regards our buildings, the annual general meeting of a year ago authorised an expenditure of \$2,000 on this pavilion, and I am sure you will agree that the money has been well spent, the extension of the main club room right through to the back being in particular a great improvement.

In accordance with the usual practice, the amount expended—\$1,019.10—appears among our assets in the balance sheet, and will be written off in the next three years.

Your committee records with deep regret the deaths of two members, G. R. Haywood and G. V. Hughes.

The Accounts.

Turning now to the Accounts, I must admit without equivocation that we hoped to show something better than a loss of \$700 on the year's working. Your Committee was, however, handicapped from the start by the heavy expenditure of nearly \$800 involved in making good the damage to this pavilion caused by the typhoon of August, 1927, and furthermore at the end of the Club year it was found necessary to remove from the membership list some 20 members whose whereabouts was unknown, whose subscriptions for the year there was no chance of collecting, and whose unforeseen defection caused a drop in the Club's income of \$500.

To go into the working account in greater detail, entertainment is up about \$90, and the cost of gear about \$170, both these increases being due to the greater number of tennis and especially cricket matches played. Cricket balls alone cost the Club \$600. Increased Lighting.

That lighting, which includes fans, is up \$240, is due to the extra lights and fans installed in connexion with the general improvement of this building. Why water cost \$100 more

I'm not sure, as I have noticed no wave of teetotalism overtaking the Club (laughter). Possibly it is explained by the wonderful condition of our bowling green and cricket pitch.

Interport entertainment cost us \$140 more than in 1927-28, but this is accounted for by our increased donation of \$200 to the general entertainment fund and by the extra expense involved in acting as hosts over here to both Malaya and Shanghai.

The Dance and Concert account shows a deficit of \$168 and this represents the cost to the Club of the recent concert to the Troops that we gave in September last.

Children's Sports.

The Children's Sports cost us again rather more than in the previous January, and I invite members to contribute yet more liberally towards this treat for the Kiddies. But for another most generous donation of \$600 from Mr. J. H. Taggart we should have had a heavy loss to meet.

On the Income Side, it must be admitted that the Bar return, though the percentage of profit is slightly higher than in the previous year—30.5 against 29.5% net, is not altogether satisfactory.

Your Bar Sub Committee were faced during the first 4 months of the year with what looked like a serious leakage but it was found impossible to detect the exact cause. Measures, however, were taken to deal with the situation and for the rest of the year the returns were more satisfactory. In a big Club like this with a large Bar turnover and a considerable miscellany of drinks always on stock, the Bar Committee has a most arduous and thankless job. It is easy enough to blame them when things don't go right, but extremely difficult to find capable volunteers for the job.

Healthy Sign.

While subscriptions, as I have already explained, are down \$500, Entrance Fees are up over \$100 which is a healthy sign.

Our bank interest has dropped \$150 partly because of the redeeming early in the year of our holding of Hongkong 6% War Loan and its transfer to Fixed Deposit at 4.5%, and partly because your Treasurer considered it better to work on the system of having an overdraft at the beginning of each month than to deposit the round sum of \$20,000 which we have on fixed deposit. Had we transferred \$8,000 or \$4,000 to current account the result would have been a smaller loss, and your incoming Committee will have to review the wisdom of the policy followed.

Coming now to the Balance Sheet, the liabilities side includes two items which need explanation.

As regards "Balance of Current Account overdrawn—\$3,445," I have already explained why your Treasurer preferred to work on an overdraft system. The overdraft at the beginning of each month was caused by the payment of the Club's bills before members dues for that month were collected. As those dues come in during the following month the overdraft disappears. At present we have no overdraft.

Architect's Fees.

You will next see that we have deducted from reserve the sum of \$344.22 to pay the fees of the architect who drew up plans for the extension of this pavilion in 1926. These fees were not claimed until this year and your Auditor agreed that they were not a fair charge on the 1927-1928 working account they have been paid out of reserve.

On the assets side, there is little to comment on. You will notice that sundry debtors, members accounts, \$4,423.46 is nearly \$1,000 in excess of the amount of the overdraft already referred to.

It may be that the \$3,000 at which we value our Furniture and Equipment is rather too high a figure, and it will be the duty of your incoming Committee carefully to scrutinise all the figures in the Club's books and see whether it is desirable to cut any of them down.

Architect's Generous Offer.

The chairman mentioned that Mr. Bruce had promised to coach young cricketers and commended players to take advantage of this opportunity.

Mr. E. S. Abraham seconded the adoption of the report and accounts.

Mr. Kern drew attention to the entertainment account. He said that as far as he understood the system at present was that the Club paid half the costs of entertaining other clubs while the members participating defrayed the other half. Seeing as the Club had suffered a big loss this year some way should be devised to reduce the entertainment expenses.

Mr. Kern suggested that members should be required to pay for two-thirds of the total cost.

Referring to the increase in water

Mr. Kern said that the season had

not been particularly dry and suggested that the coolies might have been more careful. \$100 was an awful lot of money, he remarked.

Mr. E. D. Shank announced that he had been authorised to re-imburse to the club the sum of \$244.25 which had been paid as fees to the architect for plans submitted for the extension of the Club House in 1926.

The chairman, amid applause, thanked Mr. Shank for his firm's generosity.

The adoption of the report and accounts was put to the meeting and carried unanimously.

Election of Officers.

The election of officers for the ensuing year was then proceeded with. Mr. Abraham said that he had much pleasure in proposing the re-election of Mr. Lindsell as President. Mr. G. A. V. Hull, seconded and the proposition was unanimously carried.

Mr. Lindsell thanked the meeting once again for having elected him President. He was afraid that he had not been to the Club as often as he would have liked on account of the weather but he assured the members that he had the interest of the Kowloon Cricket Club very much at heart and would continue to do his best to help the club along.

In proposing Mr. Abraham as vice President, Mr. Lindsell said that he had much pleasure in returning the compliment. After being duly seconded, Mr. Abraham was re-elected vice-president.

Mr. F. Goodwin was elected Captain of the Cricket eleven with Mr. W. Brace as vice-captain.

Mr. J. P. Robinson was re-elected Hon. Secretary and Mr. C. J. Roe was elected Hon. Treasurer.

Before the election of the General Committee, Mr. C. J. Tacchi proposed that one member be elected on the committee to represent the lawn Bowlers of the Club, as they should be entitled to a voice on the committee. The motion was seconded by Mr. J. Fraser.

The chairman pointed out that there was nothing in the rule to prevent such a step being taken, remarking that the members were required to elect one lawn bowler to the committee first and then to elect seven others.

It did not follow, added the chairman, that the bowls representative would be the convenor of the Bowls sub-committee.

Lawn Bowler Elected.

Mr. Tacchi replied that was what he would like to include in his proposition.

Mr. Kern supported the motion which when put to the meeting was unanimously carried.

Mr. J. Fraser was then elected to represent the bowlers.

The following seven members were also elected to serve on the General Committee: Messrs. E. Petheram, W. Brace, W. W. Hirst, H. Overby, A. Hyde Lay, E. C. Fincher and A. Chapman.

Before members of the ballot committee were elected, the chairman said that in previous years in order to save time, the members who had been proposed and seconded to serve on the General Committee but who were not elected were automatically elected to serve on the ballot committee with the addition of others to make up the required number. The committee had, however, pointed out that this system was not satisfactory and this year it was decided to hold a separate election for the ballot committee.

The following members were elected to the ballot committee: Messrs. E. D. Shank, A. W. Brown, N. H. Ross, O. B. Raven, A. G. Burford, J. A. Howe, S. Jox, A. E. Sillstone, A. A. Dard and C. J. Tacchi.

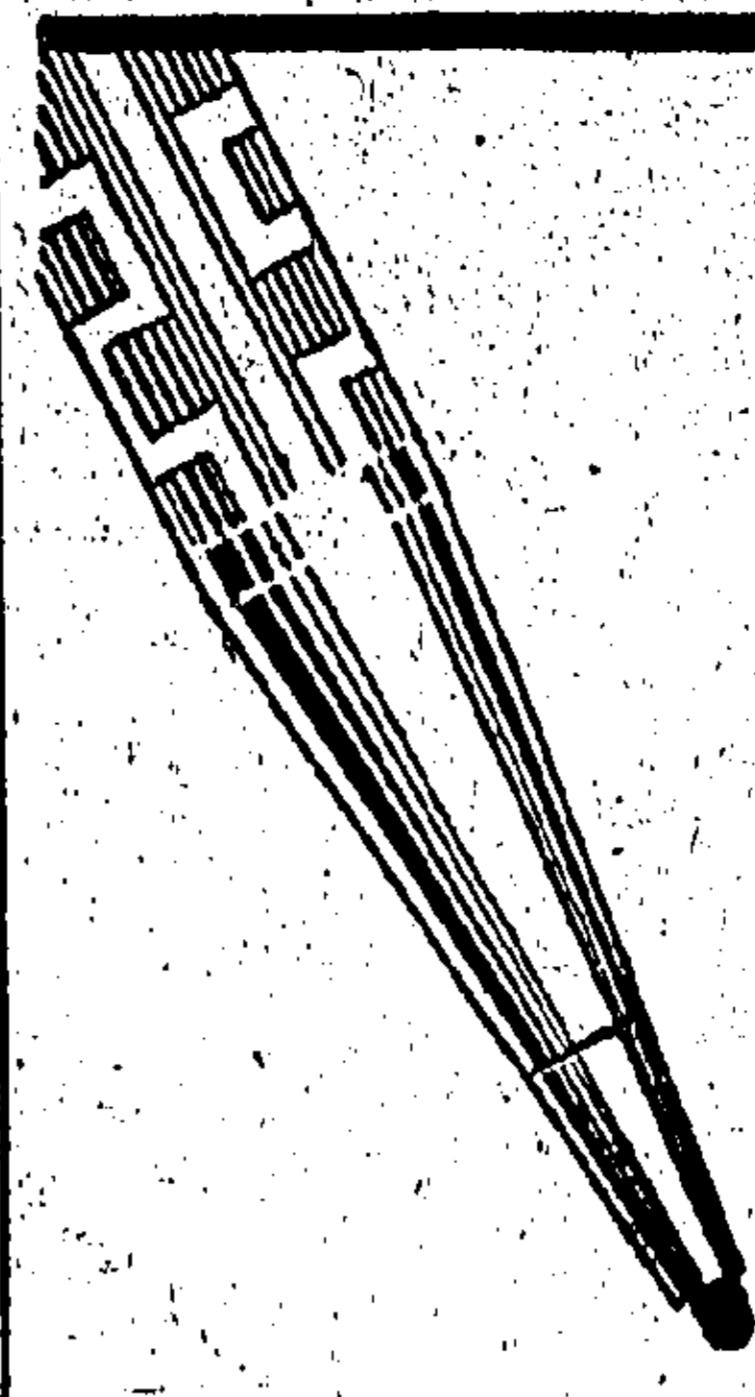
The usual honorarium of \$500 each to the hon. secretary and hon. treasurer was granted. Messrs. Lowe, Bingham and Matthews were re-elected auditors at a remuneration of \$100.

Increase of Subscriptions.

The chairman then invited the members to express their opinions regarding the increase of the annual subscription. He remarked that as far as they knew officially, they still had to vacate their present premises and to move to King's Park on January 1, 1932, but that they should have to build a club house. They had \$20,000 cash reserve but they needed more than that to build a club house. It was intended that a reserve fund be created to raise, say a few thousand dollars, to go towards the cost of building the pavilion and the best way of raising that reserve was to increase the monthly subscription by 50 cents.

The chairman pointed out that the annual general meeting could not pass any resolution to that effect, but an extraordinary general meeting would have to be called at a later

(Continued on Page 15.)



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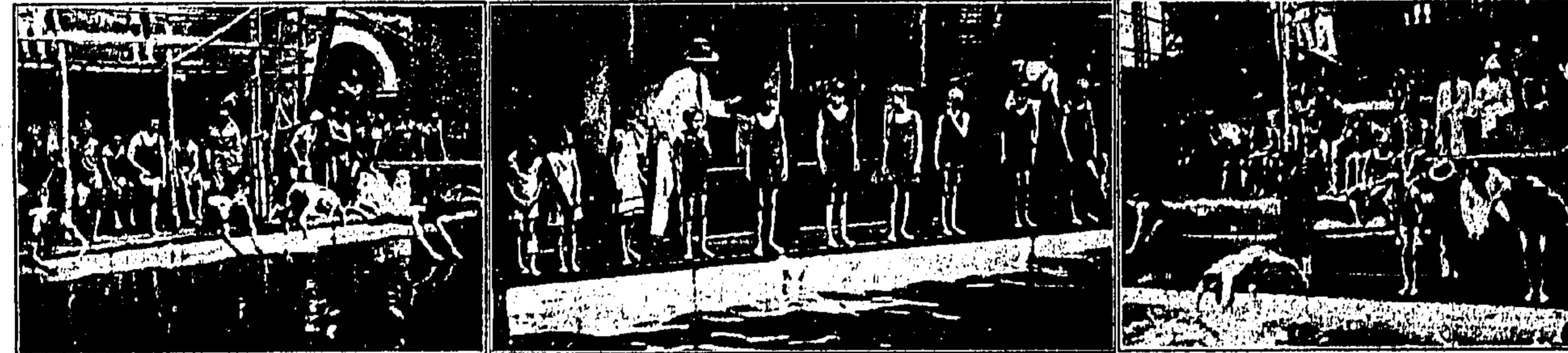
The P. W. D. teams who reached the final of the Civil Service Summer Football League. Left, the "White" team, winners; right, the "Blue" team, runners-up. The winners were defeated by The Rest at Causeway Bay last Sunday. (Photos: Mee Cheung).



An interesting photograph taken at the farewell dinner given by members of the Easina Club to their President, Lieut.-Col. F. Hayley Bell, on the eve of his departure from the Colony.



Group taken at the wedding of Mr. E. J. J. Spradbury and Miss P. Spradbury Rix at St. Andrew's Church, Kowloon, on Saturday last.



Snapshots taken at the South China Command Army aquatic sports at the V.R.C. Left and right are seen competitors getting away, whilst in centre young girl swimmers are receiving their instructions before plunging in. (Photos: Mee Cheung).



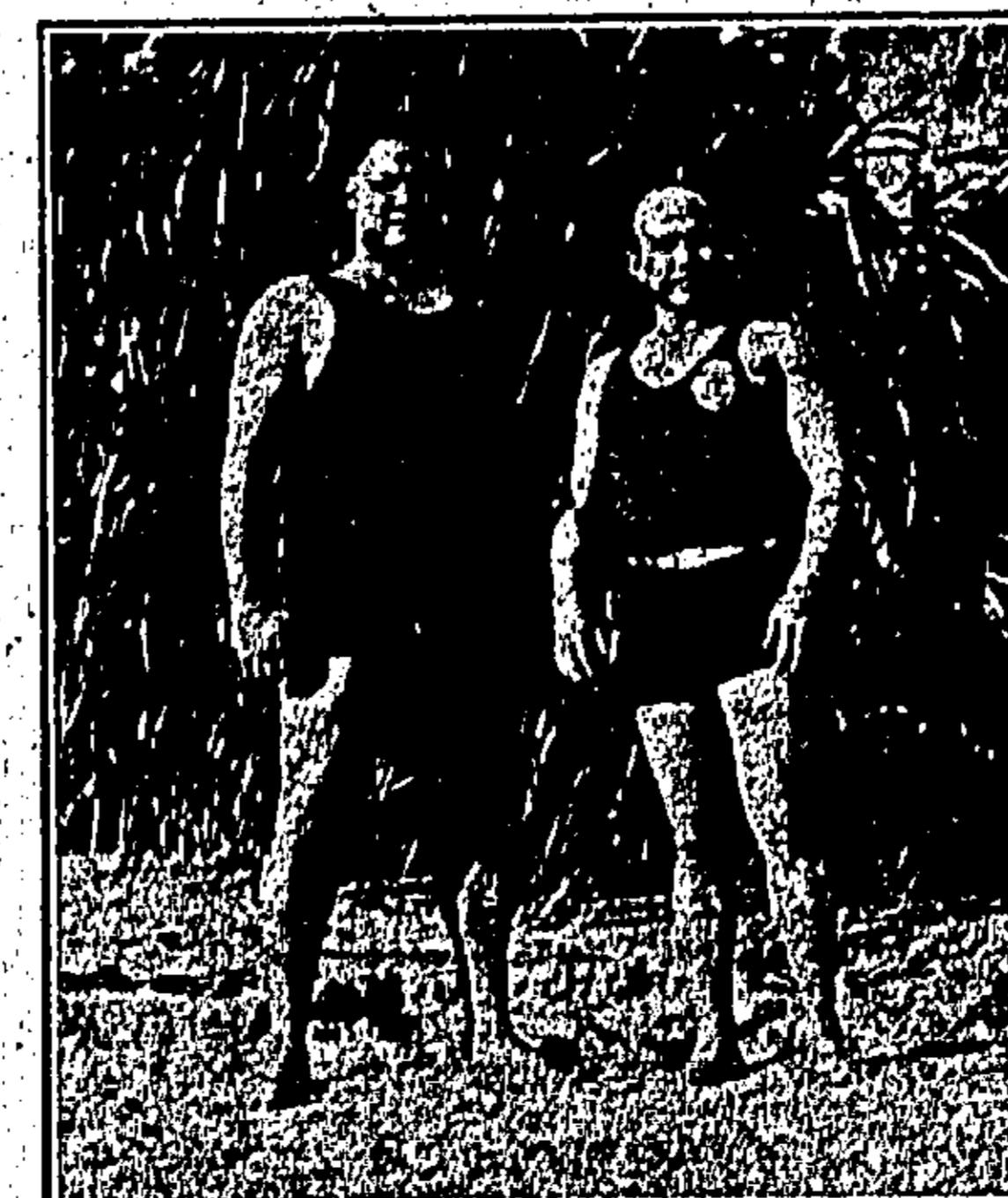
Miss Regina Rosario, who is the Hongkong District Officer of the London Health and Strength League. She is a pupil of Professor A. J. Mauricio.



This photograph was taken in the Ballroom at Government House on Wednesday, when there was a large gathering of Girl Guides to witness the presentation of a souvenir to Lady Stuart Taylor for her work in the movement. (Photo: Ming Yuen).

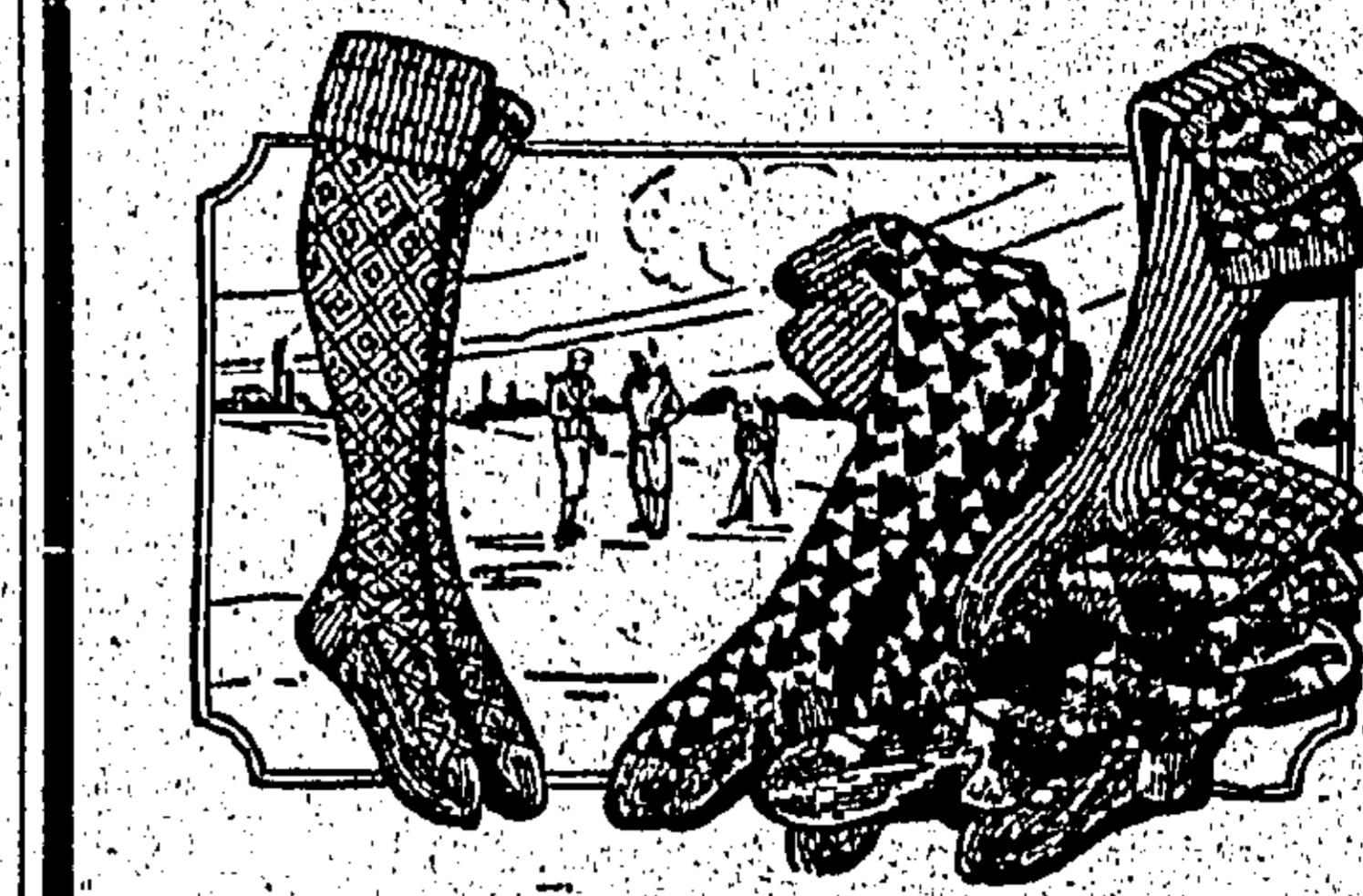


Group taken after a complimentary luncheon in Hongkong to Mr. Koo Ying-fan, former Finance Minister in Canton, who returned from France last Tuesday. Mr. Koo is fifth from left seated. (Photo: Mee Cheung).



Professor A. J. Mauricio and his pupil, Mr. M. F. Houghton, the San Nam Ho! piracy hero, who, although of big build, is very lively on his feet.

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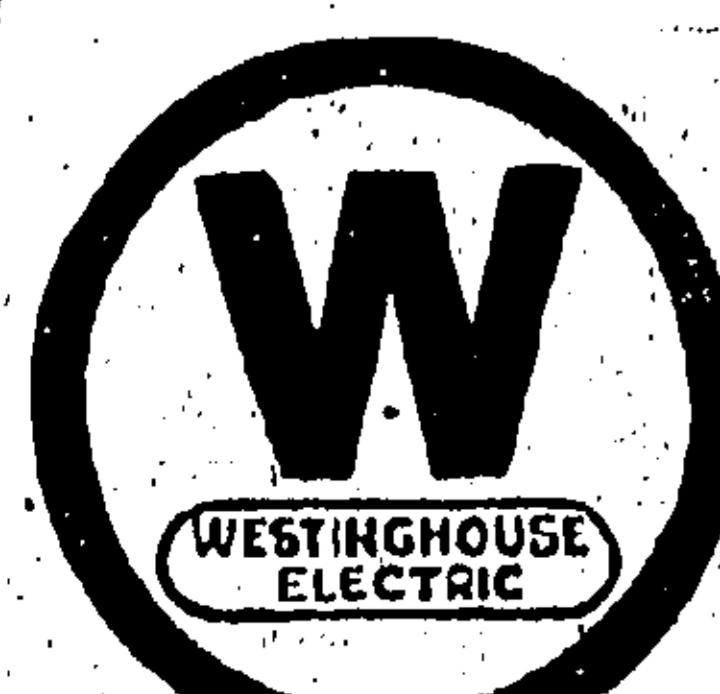
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New Advertisements:

HONGKONG JOCKEY CLUB.

The Sixth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 6th October, and on Monday, 8th October, 1928, commencing at 2.30 p.m. on both days. The First Bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. per day for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis, at \$5. each per day, up to Friday, 6th October, 1928.

The charge for admission for Ladies to the Members' Enclosure will be \$2. per day. Each member can obtain upon application to the Secretary, badges for admission of 2 Ladies free of charge.

Bookmakers, The Tac Men, etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

NOTICE.

Dr. ASGER, DENTAL SURGEON. has removed his office to Kayamally Building, 20-22 Queen's Road Central.

HONGKONG TRAMWAYS LTD.

BATHING AT TSAT TSZ MUI.
WESTERN MARKET & QUARRY BAY SERVICE.

The special Quarry Bay—Western Market cars will be withdrawn for the season as from the last day of September.

L. C. F. BELLAMY.
General Manager, Hongkong, 26th Sept., 1928.

NOTICE.

FOR SALE.—Jade Tree Inc. Peking lanterns, parchment lamp shades, iron pictures, rugs, just arrived.

FOR SALE.—Storage batteries, Lucas bulb horns, Spartan electric horns, wrenches, jacks, pumps, brakelining, tyre paints and patches, spark plugs, cutouts, ammeters, windshield wipers, &c., &c. Prices exceptionally low. Inspection cordially invited. The Hongkong Motor Accessory Co., 1st floor, Bank or Canton Building, Tel. C.577.

PREMISES TO LET.

TO LET.—Large Rooms for Office or Residence, with flush system in most central locality, Apply B. Mervin & Co., first floor, 18 Queen's Road.

TO LET.—Office rooms at No. 22, Queen's Road, Central. Apply to Kayamally and Co.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flats Nos. 41 and 48, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

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Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 1st October, 1928, commencing at 11 a.m., at No. 4, Minden Avenue, Kowloon.

A Quantity of Valuable Household Furniture.

(Catalogues will be issued).

On view from Sunday, the 30th September, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY, the 1st October, 1928, commencing at 2.30 p.m., at No. 2, Quarry Point.

A Quantity of Valuable Household Furniture.

Comprising:—

Chesterfield Couch and Chairs, Teak Book Case, Pictures, Carpet, Table Fans, Brass Ornaments, etc., etc.

Teak Extension Dining Table, Teak Sideboard, E. P. Ware, Glass Ware, etc.

Brass Mounted Iron Bedsteads, Teak Bedstead, Wardrobes with Bevelled Mirrors, Teak Dressing Tables, Marble Top Washstands, Chest of Drawers, etc., etc.

Also

One Sofa by G. Price and Co.

And

A Few Pieces of Blackwood Furniture.

On view from Sunday, the 30th September, 1928.

Catalogues will be issued.

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LAMMERT BROS.
Auctioneers.

Hongkong, Sept. 24, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY, the 2nd October, 1928, commencing at 5.15 p.m. at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

(Particulars from Catalogue.)

On view from Monday, the 1st October, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from the The Registrar, Supreme Court, to sell by Public Auction,

on TUESDAY,

the 2nd October, 1928, commencing at 10.30 a.m. at their Sales Room, Duddell Street.

A Large Quantity of Provisions

(removed from The Shing Kee Store of No. 12, Queen Victoria Street, Ground Floor).

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 3rd October, 1928, commencing at 11 a.m. at No. 4, King's Terrace, Nathan Road, Ground Floor, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue).

On view from Tuesday, the 2nd October, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on WEDNESDAY, the 3rd October, 1928, commencing at 11 a.m. at No. 4, King's Terrace, Nathan Road, Ground Floor, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue).

On view from Tuesday, the 2nd October, 1928.

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A WOMAN MAYOR EXPLAINS KISS.

"ONLY MAYORAL" SHE DECLARES.

Alderman Mrs. Foster-Welch, Mayor of Southampton, returned recently, from a five days' tour in America.

She travelled over 2,000 miles, and was welcomed by the mayors of six towns.

In New York Mrs. Foster-Welch was received by Mayor Jimmy Walker, and on leaving the city he gave her a farewell kiss.

"That was only a mayoral kiss," she said, laughing, when reminded of the occurrence.

"I had the most wonderful time any woman could have had. Everywhere I went I was received in the most charming and hospitable fashion."

Motor Police As Escort.

"They are wonderful people, I think, and such hustlers. Men and women alike seem to be terribly interested in their business and their work, and never seem to pause for breath."

"One thing which struck me about America was their policemen. They are perfectly marvellous."

"Everywhere we went we had a big squad of them on motor-cycles, clearing the way in wonderful time with the great sirens which they have on their machines."

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There is no better hat for style, finish, material, workmanship and wear than a Lincoln Bennett.

We have now a large and up-to-date stock of these premier hats.

May we fit you?

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Carlos de Mello Leitao, Chairman.

Board of Directors.

Macau, 20th Sept., 1928.

MRS. SEKAI

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The above constitute the two outstanding systems for surface wiring. They comply with all the regulations, including those of the Fire Insurance Offices.

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King's Building, Top Floor.

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SAHARA DESERT TO BE FERTILE?**VAST SCHEME UNDER CONSIDERATION.****NEW INLAND SEA.**

A new scheme for the flooding of a large area of the Sahara Desert south-west of Tunisia and to the west of the Gulf of Gabes has been outlined to the French Government by the eminent Boston business magnate, Mr. Dwight Braman, who was responsible for the great irrigation undertakings in California in the early Nineties. Mr. Braman's African scheme, if it were to succeed, would open up a vast area of hitherto unproductive country, for, linked with the project of pouring the waters of the Mediterranean into an area at present beneath the level of the sea, is the further plan for damming the river flowing south from the Aures and the Atlas Mountains and thus collecting rain water for irrigation purposes which is at present lost in the Sahara.

The new inland sea formed would, it is expected, bring more extensive rainfall and would also serve as a ready means of transport for the fertile lands to be opened up on its borders.

The following details of Mr. Braman's plans are now given.

Three Canals.

The part of the Sahara which it is proposed to inundate is bounded on the North by the Aures and Tébessa Mountains and on the west by the ridge of high ground whose watershed runs south-west from Boussada to Colomb Bechar. The portion of the area which can be flooded most easily extends from a point 50 miles south of Blakra and extending east to the coast, a distance of 235 miles.

Blakra itself is 380 feet above sea level. On the western edge of the proposed sea the ground falls sharply, so that at 1,200 yards from the shore the depth of water will be 30 feet. The gentlest slope is to the north at the foot of the Aures. The submersible area is given at 30,000 square miles. In the central portion of this area the depth below sea level ranges from 65 to 1,000 feet.

Mr. Braman proposes to construct and exploit three canals or more, the first running to the west of the Gulf of Gabes and being 14 miles long, the second, also running to the west, four miles long.

These canals would link up the "lakes" or "chotts", whose existence is due to the junction of two systems of drainage, so that water is always present, though there may be an upper crust, frequently of pure salt up to two feet thick.

Series of Dykes.

The country bordering on the "chotts" is known to be very fertile, only requiring water for its development. In order to exploit this area Mr. Braman proposes to build a series of dykes similar to those built at San Diego in 1890 to hold not only the water which is at present lost in the Sahara, but also the water running from the Aures northwards, which is lost in the Mediterranean.

In all twenty dykes are contemplated if approval to their building is obtained from the Governors of Algeria, Tunis, and Morocco. Trees will then be planted on the hills, where there has been no vegetation for over 2,000 years, and this incidentally it is hoped, will prevent the floods which often devastate the country in the winter, destroying much property and at the cost of many lives.

It is Mr. Braman's ambition to make of North Africa a continent where there will be no more desert outside the Sahara and where people can live, crops ripen, and cattle and sheep remain all the year round.

Indian corn would be sown for the cattle and sweet corn for human consumption, while fruit of every description would be grown as in California. Mr. Braman also holds out the hope of cultivating cotton and sugar cane, which would enable France to produce gunpowder and be independent of any other nation in that respect.

Factories would be erected, worked by hydroelectric power, utilizing the waterfalls which now go to waste, and the tribes would have fresh water, and electricity for sanitation, heating, and lighting.

Europe would reap in Africa an evergrowing crop of corn, barley, oats, and would be supplied with a new source of beef, mutton, wool, and wine; while Algeria, together with the two Protectorates of Tunis and Morocco, would afford France a still greater means of prosperity and economic supremacy.

European Habitation.

Mr. Braman, indeed, looks forward to the time when the desert spaces will be made habitable for Europeans all the year round, both north and south of the Aures.



As a corrective of intestinal torpidity there is nothing better than Pinkettes. These dainty little laxatives likewise quickly banish biliousness and sick headaches, stimulate the liver, restore cheerfulness and clear thinking. Of chemists everywhere, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

At a Chesham, Bucks, inquest the Coroner refused William Arthur Bone his witness fee, remarking: "I cannot help thinking that you know a great deal more about this than you care to tell. I think you are withholding a deal of information, and I am convinced that you set out that night trying to search for deceased." The inquest was on Ellen Martha Gomm, a servant, of Chesham, aged 20, who threw herself in front of a train near her home a few minutes after she had left Bone. A verdict of "Suicide" was returned.

heights, whereas at present Europeans can live for only five months of the year in the north and the natives for only five months of the year in the south.

The kind of colonists who went out to America in the early days would be welcomed for the exploitation of the new country. The new colonists would be supplied with the most improved plant instead of the hand implements which the Arabs have been using from time immemorial. They would be given farming concessions and would be taught intensive cultivation at special classes on agriculture and on irrigation, as was the custom in South California, where six crops of alfalfa grass were obtained instead of one by applying the principle of "dry farming."

New ports, with breakwaters, would have to be provided at Gabes and on the north coast, and the existing ports would have to be consolidated at Oran. New lines of boats would also have to be established to meet the demands of further traffic.

Official Action.

Mr. Dwight Braman's negotiations with the French Government in connexion with his Sahara reclamation scheme are proceeding normally. He addressed a letter on May 26 last to M. Albert Sarraut, the Minister of the Interior, who is the Minister chiefly concerned, containing the gist of his scheme for irrigation, and for the formation of the Sahara company. This was supplemented by a second letter to M. Sarraut on August 6, dealing with the problem of colonisation and agricultural development.

Mr. Braman's proposals have further been the subject of interviews between him and M. Albert Tardieu, Minister of Public Works, M. Painlevé, Minister of War, M. Braind, Foreign Minister, and M. Jules Cambon, who have all expressed themselves favourably on the subject.

The essential part of the project has been forwarded to the Governor-General of Tunisia, the Governor-General of Algeria, and to M. Steeg, in Morocco, the two latter districts being also indirectly interested.

The Governor-General of Tunisia is at the present moment engaged in taking the opinion of the Arab chiefs who would be affected by the construction of the inland sea.

The whole matter will come before the Cabinet meeting when the principles involved will probably be discussed. Mr. Braman hopes to receive a definite answer from the French Government as to the acceptability of his project in about a month's time.

In an interview with Mr. Braman, Signor Mussolini, declared his scheme to be "A Roman Idea," and asked to be kept informed as to its progress. The creation of Mr. Braman's inland sea will considerably affect Tripolitania.

A short note on the subject has been prepared and circulated to the French Press.

Hard-Headed Bostonian.

Mr. Braman is a tall, white-haired Bostonian of 67, with friendly manners and a singularly lucid manner of setting forth a difficult subject. He is eminently a man of business, and has been a stockbroker. He was largely responsible for the introduction into America of the Daylight Saving Bill, which, as he says, enabled two million extra tons of coal to be dug for the use of the Allies during the war.

Mr. Braman has that combination of fine enthusiasm and horse sense that is characteristic of New England and has been at the back of much of America's best work in the world.

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CAPABLE OF HANDLING SHIPS UP
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LIFTING 100 TONS AT 70 FEET RADIUS.TEL. ADDRESS—"TAIKOODOCK" HONOKONG.
TELEPHONE NO. 212.BUTTERFIELD & SWIRE, Agents
HONOKONG, CHINA & JAPAN.THE KING OF
HOAXERS.ARREST OF MAN WHO HELD
ARMY REVIEW.

BOGUS PRINCE.

Europe's most redoubtable swindler has been captured by the French police at Sarreguemines in the Moselle Department.

He is Stephane Otto, known to his accomplices as "Stephane the Great," on account of a long career of amazing exploits unequalled even in the wildest crime fiction.

He was arrested in a cafe by a detective who has been looking for him for months. He was wearing the uniform of a French naval captain, with a score of decorations.

Otto is a handsome man, and speaks four or five languages perfectly. His aliases have been legion. Among them are the "Baron de Horne" and the "Duke of Tervuren."

He has also passed himself off as a son of the late King Leopold of the Belgians; a son of M. Maurice Maeterlinck, the famous Belgian author, and as the nephew of a well-known cardinal.

Held a Review.

Born in Liege he deserted from the Belgian Army during the war, but had papers to prove that he had had a brilliant war record.

These stood him in good stead when he was first arrested in France in 1923 on a charge of petty fraud. He was acquitted on account of his "services in the field."

His biggest effort was performed in 1919, when, posing as a member of the Belgian General Staff, he arrived in Coblenz, then the headquarters of the American Army, and held a review.

At the request as he declared, of King Albert, he conferred on Major-General H. T. Allen, commanding the American Forces, the Grand Cross of the Order of Leopold.

He also paid a visit to M. Tirard, French High Commissioner of the RhineLand, and posed as Minister Plenipotentiary of Belgium, with the result that he was hospitably entertained.

It is said that during his visit to the occupied area he borrowed money from no fewer than 400 American and British officers.

He saw service with General Wrangel's Army in Russia, and later visited Constantinople. Here he was so successful in posing as the Belgian Ambassador that he was received by the Sultan.

On two occasions he had remarkable escapes from prison.

Arrested in Belgium on a charge of obtaining money on false pretences from the military authorities, he feigned illness, and was taken to hospital. There he drugged his guardian and escaped.

At Rennes, later, he was arrested for travelling without a ticket.

Next day one of his confederates, giving himself out as the Public Prosecutor, rang up the governor of the prison and ordered the release of the arrested man, then posing as Captain Maet Linck.

His papers were so formidable that the governor had a guard of honour on the spot when the "captain" left the prison.

In 1925 he spent some time in a Swiss gaol, and two years later he was arrested as Otto de Baudy for swindling an English clergyman at Spa, in Belgium. He denied the charge, saying that at the time of the alleged fraud he was serving with Abd el Krim, and had just escaped.

At Buckingham Palace, in 1922 he appeared in London as a major of the Belgian Air Force, with "documents" empowering him to place big contracts.

Calling at Buckingham Palace, he sought to interview the Duke of York on aviation matters. A Court official was suspicious, however, and the police were called.

As a result he was brought before the Westminister magistrate, and the police having proved that his letters of appointment, "signed" by King Albert, were forged, he was sent to prison for three months and ordered to be deported.

Of late he has been engaged in numerous strange enterprises, and the French police have a long list of charges to prefer against "Stephane, the Great."

BAD ELLIS ISLAND
REJECTIONS.ACTION OF SHIPPING
COMPANIES.

PORT OFFICIAL SUED.

Eleven shipping companies engaged in the transatlantic passenger trade have filed actions in the United States Federal Court, claiming 100,000 dollars from the Collector of the Port of New York for alleged improper rejection of immigrants carried in their vessels.

Immigration into the United States of America has long been a thorny subject, and a certain amount of dissatisfaction on the part of many interests has been revealed for some time.

Not least amongst those who have considered that they have long had a legitimate grievance against the American authorities are the European shipping companies.

Their dissatisfaction has now come to a head with the filing of suits by eleven companies in the United States Federal Court, claiming 100,000 dollars against the Collector of the Port of New York as reparations for the alleged improper rejection of immigrants carried by these lines.

The amount is claimed as a return of money expended by the shipping companies in maintaining and carrying immigrants who have recently been refused permission to land in the United States.

The companies involved include the Cunard, the National Steam Navigation, Svenska, the America Line, the International Merchant Marine, the United Steamship Co., Compagnie Generale Transatlantique, Compania Sud Americana de Vapores, Navigazione Generale Italiana, and the Transatlantic Italiana.

The American authorities, and such of the plaintiff companies as have offices in England, have refused to make any statement.

After exhaustive inquiries in Transatlantic shipping circles in London, however, it is learned that trouble in this direction had been brewing for some considerable time, and that the present suit was in the nature of a test case.

Precautions Taken.

The companies, it is understood, have for long been dissatisfied with the application of the law by the New York Port authorities, and their concerted action at this time would seem to point to their definite conviction of irregularities in this matter—irregularities which in shipping circles have been discussed for some time.

The United States Immigration Laws, dated March 1, 1927, provide stringent penalties for shipping companies bringing in aliens who are medically unfit. The list of ailments given in definition of this term are as follows: "Idiocy, insanity, imbecility, feeble-mindedness, epilepsy, constitutional psychopathic inferiority, chronic alcoholism, tuberculosis in any form, or a loathsome or dangerous contagious disease."

The penalty for bringing in any such person to American shores is a fine of 1,000 dollars, to be paid to the Collector. Further, the shipping company must hand over to the Collector the amount paid by the immigrant for his fare, which will be handed to him by that official.

In addition, the companies have to return the alien in question to his native shore and maintain him pending and during the voyage.

The shipping companies, at any rate in England, and doubtless in all European countries, conduct a most stringent medical examination of all intending immigrants before they will accept them as passengers.

The examination leaves few loopholes for an "undesirable" to get through, in view of the great risk taken by the companies in carrying such a person.

The Last Straw

One company admitted that, in the past, isolated cases had managed to slip through in some way when perhaps hundreds were being examined at the same time, but the numbers were very few, and when they were discovered the companies admitted their mistake and paid the penalty.

Recently, however, the number of immigrants passed as fit in Europe, but rejected on the other side, had evidently become too marked for the companies to take the situation lying down, and the action by no fewer than eleven big lines would appear to be the outcome of very considerable provocation.

The straw which finally broke the camel's back, according to Reuter, was the refusal of a number of immigrants who had lived in America for five years, and had more or less been away on holiday, with every intention of returning to the land of their adoption.

The miners he met were an excellent type, strong and anxious to work and settle down as good Canadians. Many have jobs promised to carry them over till next spring. Lord Lovat added that he advised them to dig in and take anything being offered for the winter. "They are just the sort Canada wants," he said.

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EVANS PASTILLES are a sure shield against all winter ills such as Sore Throat, Cough and Colds. Their antiseptic vapours penetrate into the innermost cavities of the nose, throat and chest, killing all germs and quickly sooth the inflamed organs.

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Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

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The New Zealand Olympic team left Waterloo recently to join the S.S. Rushmore at Southampton for their journey home. Mr. H. Amos the manager of the team, said that a team of British athletes might go to New Zealand in the near future.

The wonderful medical condition of the team in their sea passage, which is unequalled, was due to the fact that the team had been given the "Caldbecks Remedy" before they left England.

The team had been given the "Caldbecks Remedy" before they left England.

NEW GOODS JUST RECEIVED

HATS

The latest Creation
in Coloured and
White Felt Hats.

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LADIES HAND BAGS
From \$4.50 to \$25.00
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To \$15.00
Inspection Cordially
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1. 10% Discount off our Regular Stock.
2. Great Reductions in Surplus Stock.

THE COLONIAL DISPENSARY
14, Queen's Road, C. Tel. G. 1877.

TO-DAY'S FILMS.

"LOVES OF CARMEN" AT THE QUEEN'S.

The many passionate amours of Carmen, the fiery tempered gypsy cigarette girl, in "Loves of Carmen," will be screened for the last time to-day at the Queen's Theatre. Dolores Del Rio, who portrayed "Charmaine" in "What Price Glory," again gives a brilliant performance in the role of "Carmen." Victor McLaglen, the Captain Flagg of "What Price Glory," has the part of a mighty toroador. Thrilling scenes of an actual bull fight, magnificent settings, skilled photography and the remarkably fine acting of the principals make of "Loves of Carmen" a picture which should not be missed.

"The Gaucho."

The Infinito Douglas Fairbanks is seen at his best in "The Gaucho," a thrilling story of romance and adventure in South America which also closes its season to-day at the World Theatre. Doug appears as a bandit outlaw who robs towns and villages with impunity, until he finds regeneration at the shrine of the Miracle City. Lupe Velez and Eve Southern, Doug's two new leading ladies, provide excellent support for the star, whose athletic stunts, needless to say, are as wonderful as ever.

"The Brute."

"The Brute," an exciting story of the Oklahoma oil rush, telling how a slow-witted young man became a fighting hero for the girl of his heart, will also be screened for the last time to-day at the Star Theatre. Monte Blue, Leila Hyams and Clyde Cook are the leading players in this picture which is a blend of thrills, comedy and romance.

CLOUDBURST RUINS CATHEDRAL.

BELLS CRASH THROUGH ROOF.

Rome, Aug. 30.—Although lasting only 15 minutes, a cloudburst over Monza yesterday evening caused great havoc, partly demolishing the ancient cathedral, whose belfry crashed through the roof.

The statue of King Agilulf, weighing five tons, was lifted like a feather and decapitated.

Numerous factories sustained heavy damage, chimneys crashing through roofs. Eight people were killed and 60 wounded, most of them workers who were trapped in factories.

The Royal villa at Monza, the late King Humbert's favourite summer resort, was severely damaged. Streets and gardens are littered with dead birds, the bodies of three thousand having been picked up.

The famous "Iron Crown" of the Lombards is preserved at the Cathedral of Monza. King Agilulf's reign extended from A.D. 592 to 616.

MINISTER'S CAR STOLEN.

FOUND ABANDONED AFTER ALL-NIGHT SEARCH.

A £3,000 motor-car belonging to Mr. F. A. Sterling, the United States Minister in the Irish Free State, was stolen from outside the Abbey Theatre, Dublin, on Saturday night.

All night police were searching for the car. They found it eventually at Shankill, near Dublin, undamaged.

The police believe the car was taken for an escapade by people who were not aware of the identity of the owner.

FASTER R. A. F. "FIGHTERS."

SECRET AIR-COOLED ENGINE.

A NEW DESIGN.

It is announced that an attempt is now being made to evolve a new type of fighting aeroplane, which will beat all existing types in speed and climbing power, and will yet be fitted with an air-cooled engine.

The new engine, no details of which may yet be given, represents a revolutionary departure from all present air-cooled engine design.

If it proves successful, it should be lighter than any water-cooled engine of equal power, besides having a small cross-sectional area.

It is being built by a firm which has achieved a leading position in the design and construction of high-speed aero-engines, and the designer is a famous racing motorist.

This new departure is of particular importance, in view of the regular reports issued at the time of the Air Exercises stating that aeroplanes fitted with air-cooled engines must be slower than those fitted with water-cooled engines.

With existing designs this is true, and the new engine has been evolved to combine the advantages of air-cooling and water-cooling.

Less Vulnerable.

The air-cooled engine is less vulnerable on service; it is easier to produce, and it is cheaper.

The water-cooled engine, being of smaller cross-sectional area, enables the aeroplane to be better stream-lined, and so to present less wind resistance and to be capable of higher speeds.

The first model of the new engine is undergoing preliminary tests, but it is likely to be some time before it is fitted in an aeroplane and tried in the air.

It will be the first aero-engine of its type ever constructed.

It should be remembered that the only extensive work done up to date on aero-cooled aero-engines of high powers has been with radial engines.

The air-cooled aero-engine with the cylinders in line has been neglected except in the lower powers. In these, it has been remarkably successful.

The Tiger Moth light aeroplane now does approximately 200 miles an hour at ground level with about 130 horse-power. At a similar useful load per horse-power a high-powered fighter could be constructed which, with full military load, would have an outstanding performance.

An Urgent Need.

During the recent Air Exercises it was pointed out that the most urgent need was for faster fighters. In some instances during the mock raids day bombers proved faster than the fighters sent up to chase them and bring them down.

Among existing types of engine, the fastest are the water-cooled engines, as was demonstrated in the Schneider Trophy race. The fastest machine ever built with an air-cooled engine, the Short Crusador, was some miles an hour slower than the Supermarine Napier S6 which won the race.

But the new air-cooled engines may put a completely different complexion on the whole problem of high-speed aircraft design.

It may be mentioned that Major F. B. Halford, who designed the Tiger Moth engine and the Gipsy and Cirrus light aero-plane engines, has for several years been making a close study of air-cooled aero-engines having the cylinders in line.

A ring worth £100, presented to Astill, the Leicestershire cricketer, at Johannesburg, on the last M.C.C. tour, was produced in Leicestershire Police Court, recently, when a girl shop assistant was bound over on a charge of stealing it from a cloakroom.

"WHAT PRICE GLORY."

FAIRMONT FILM RETURNING TO WORLD.

"What Price Glory," the famous screen comedy based on the celebrated play, is to have a return season at the World Theatre from Tuesday to Saturday of next week, according to a special advertisement appearing in this issue. Critics in London and New York have been unanimous in their praise of this picture which has been described as being one of the really great productions of the cinema industry. "What Price Glory" is not a war picture. War is merely its background, against which a thrilling love story is told. Its authors took war as the canvas on which to sketch their story—war as the powerful influence on men and women that brings out pathos, comedy and human appeal as no other crisis in the affairs of nations can. Above all there are laughs galore in "What Price Glory." Probably no other picture made along the edge of the great world tragedy has had so much comedy. The picture is peopled with real and human characters, the captain of Marines played by the British star, Victor McLaglen, being in itself a masterpiece.

"What Price Glory" is a great absorbing picture made doubly interesting for this part of the world by reason of the fact that the first part of the story is laid in North China and the Philippines.

SPRING FEVER.

NEXT TUESDAY'S COMEDY AT QUEEN'S.

With an excellent cast headed by William Haines, Joan Crawford, George K. Arthur, Edward Earle, Eileen Percy, George Fawcett, and Lee Moran, "Spring Fever" will be the chief attraction at the Queen's Theatre on Tuesday and Wednesday next, according to a special advertisement in this issue. The popular young athlete star of "Brown of Harvard" romps through a series of highly diverting incidents during the picture in which he appears as a young shipping clerk who becomes a celebrity and wins the heart of a beautiful girl. Joan Crawford is the girl in the cast. George Fawcett is cast as an irate who is party to the young man's pose as a millionaire with embarrassing all round. George K. Arthur, who will be remembered for his amusing antics in "Kookies," also has an important part to play, as have Eileen Percy, Lee Moran, and Edward Earle.

LETTER GOLF.

Here's an inexpensive way to give your GIRL a RING. Perhaps, too, you can do it more easily, but par is five.

G I R L

G	I	R	L
R	I	N	G

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW HEW HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

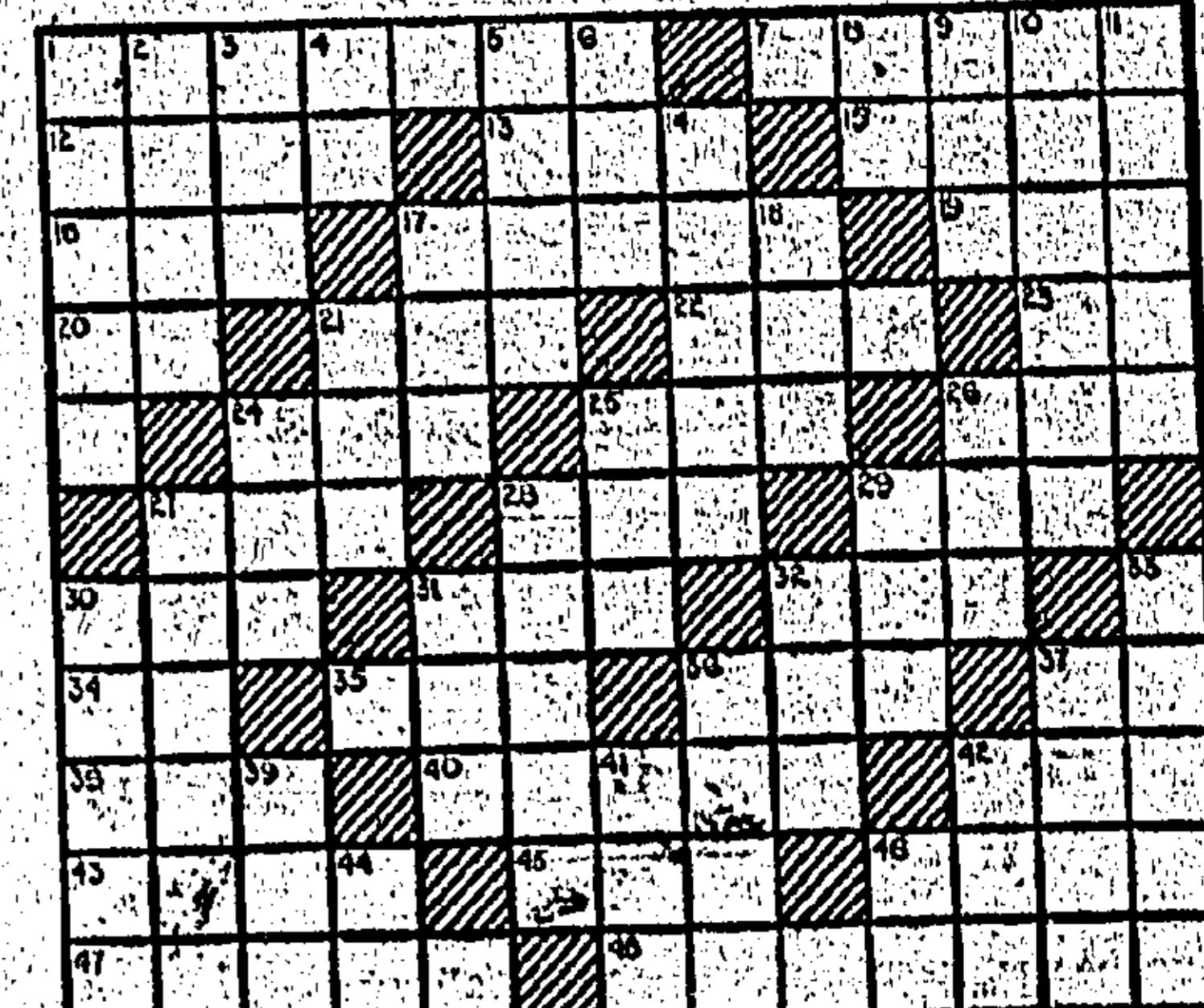
4.—The order of letters cannot be changed.

One solution is printed on another page.

Mrs. H. Hands Tied!



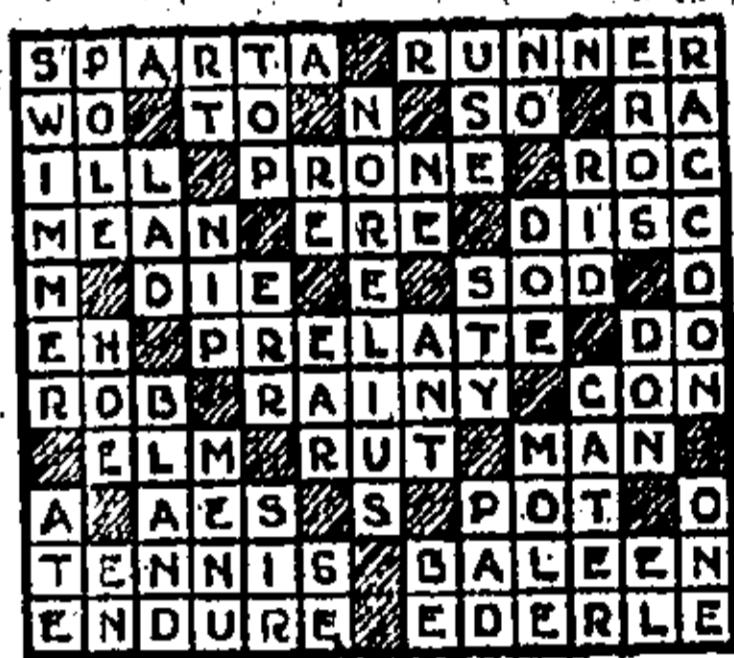
OUR CROSSWORD PUZZLE.



Horizontal
1 Through whose influence did smoking become popular in England?
2 To be alkoholic.
3 A distal angle between a branch and a leaf.
4 Copper.
5 Composition for one voice.
6 Denoting the middle.
7 To flog.
8 Obstruction in a stream.
9 Half an em.
10 Lard.
11 Rowing implement.
12 Myself.
13 Playing.
14 Pig iron.
15 Because.
16 Toll.
17 Habitual drunkard.
18 Estimated perfect score in golf.
19 Headgear.
20 Bird similar to an ostrich.
21 Biscuit.
22 Part of verb to be.
23 Taro paste.
24 Wittle.
25 Abbreviation for "senior."
26 Evil.
27 To dissimilate.
28 Flights of rattle bird.
29 Fowl.
30 Fairy.
31 Aurora.
32 Nod.
33 Nerve tissue in the skull.
34 Bill of fare.
35 Short-billed American bird.
36 Noise.
37 Corded cloth.
38 John.
39 To accomplish.
40 S. 1416.

Vertical
1 Who was the great epic poet of ancient Greece?
2 Who was the author of "Iliad" and "Ode to a Frog?"
3 Aurora.
4 To nod.
5 Nerve tissue in the skull.
6 Bill of fare.
7 Short-billed American bird.
8 Noise.
9 Corded cloth.
10 John.
11 To accomplish.
12 S. 1416.

Yesterday's Solution.



Johnson's Polishing Wax

Liquid or Paste
Polishes the floor, linoleum, furniture, etc., quickly and thoroughly, leaving a hard, glossy, antiseptic surface. A more brilliant and lasting polish can be obtained with a Johnson Electric Floor Polisher which can be hired or bought at your neighborhood store.

Johnson's Wax is for sale at all drug stores, hardware and lighting stores.
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WHISKY**
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BOTTLED in SCOTLAND

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NON-CONDUCTOR
OF ELECTRICITY

RELIABLE, EFFICIENT, EFFECTIVE

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16/18, CONNAUGHT ROAD, C.

SILVER WEDDING.

KENT—MOULTON.—On September 30th, 1923, at the Parish Church, St. Bravels, Glos. Walter, son of Mr. and Mrs. Kent of Stevenage, Kent, to Ada, daughter of Mr. and Mrs. W. Moulton, Castle View, St. Bravels, Glos.

ACKNOWLEDGMENT.

Bishop Valtorta and the Rev. Fathers of the Catholic Mission beg to tender their sincerest thanks to the numerous friends, who expressed their sympathy for the loss of the Rev. Fr. Augustin Placzek. Thanks are also extended to those, who sent floral tribute or attended the funeral.

The Hongkong Telegraph.

SATURDAY, SEPT. 29, 1928

**THE POWERS AND
CHINA.**

It would appear that the recognition by the Powers of the Nationalist regime as the de facto Government of China is now little else than a matter of formality. Most of the Powers have already entered into Treaty negotiations with the Nanking Government, and it is therefore not to be wondered at that this is regarded in many quarters as tantamount to recognition. The legal advisors of the U.S. State Department have given it as their view that the recent conclusion of the Sino-American Tariff Treaty constitutes "full recognition of the Nationalist regime." It is to be expected, therefore, that when the American message to the Chinese people is delivered in a few weeks' time, it will indicate formal American recognition of the Nanking Government. Other Powers also will no doubt take a similar line of action. In the near future.

Whilst foreign sympathy with the Nationalists' claim is likely to be thus expressed, much will of course depend on the developments now occurring in political circles in Nanking. In fact, this will probably be the determining factor. At the moment, the reorganisation of the Government is being proceeded with, but it is not yet by any means complete. There would appear to be practical agreement on the form of Government, but even when that is decided upon, much will remain to be done. In this connexion we have in mind the apportionment of high offices in the reorganised Administration, for the success of the plans will largely depend on

placating those who are seeking positions of influence in the Government. Any marked failure on the part of the various cliques to adjust their differences in this regard might easily have disastrous consequences and lead to further civil war in the country. We have, however, sufficient hope in the influence of the moderate element to believe that they will do their utmost to prevent further discord and confusion when so much has already been accomplished in the direction of achieving national unity. It will be obvious, also, to the Nationalists themselves that any new crisis at this juncture would greatly prejudice their chances of foreign recognition. The Treaty Powers, as much as China, want to see a strong Central Government established. This would be of mutual benefit to all concerned, and pave the way to the much-needed rehabilitation of the country. But recognition by the Powers will imply responsibilities as well as privileges, and not the least satisfactory aspect of a full resumption of Treaty relations will be the possibility at long last of foreign nations being able to deal with an authority claiming control of the whole country. Most of the troubles of recent years have been due to divided control. With one Central Government recognised, the way of diplomatic contact should be made much easier and more satisfactory to all concerned.

The question of tariff autonomy is practically on all fours with that of recognition—both await the complete reorganisation of the Nationalist Government. The British policy on this matter has long been one of sympathy with the Nationalist claims. As long ago as 1926, the British memorandum to the signatories of the Washington Treaty declared a readiness to recognise China's right to tariff autonomy as soon as she herself had settled and promulgated a new National Tariff. That is now on the eve of completion, but it is unlikely that the new schedule will be announced until the Government reorganisation scheme is definitely decided upon. When that time comes, we hope and trust that there will be a real effort on the part of the Nationalists to abolish *lukin*, in accordance with past declaration of their intentions. That certainly should be a *quid pro quo* for foreign concurrence in the new national tariff.

Soviet System Changing?

The vast sociological and economic experiment of Communism as interpreted by the Soviets, is acknowledged to have failed, after a prolonged trial. At least, that is the only conclusion to be drawn from the announcement that the Soviet Government proposes to grant concessions for communal enterprises of all kinds in all the principal cities throughout the Russian. It is significant even that the approved scheme embraces Moscow. The surrender appears to be complete. Had the Bolshevik leaders any faith remaining in their theories of how the world should be organised for the benefit of the proletariat, one would have thought it would have been exhibited in the preservation of the germ of the idea, so to speak, in the centre of Communist activity. But in Moscow the capitalistic system is to be given, not a mere foothold, but a secure foundation. In the concessions were minor in character, the argument that the Soviet has had a lesson in economics and has understood it, would still hold good. How much greater then is the confession of failure when every form of public utility affecting city populations is covered by the new proposals. Concessions are to be granted for the operation of railways, gas-works, electric power stations and supply, and what is more important, water-works. The concessions are not being given away, of course. The Government needs money, indeed it is probably the pressing need for further financial resources which is responsible for the surrender at this time. For instance, while we should have imagined the idea of a monopoly to be more repugnant to the Soviets than more capitalism, a concessionaire by making a

DAY BY DAY.

IT IS THE ENEMY WHOM WE DO
NOT SUSPECT WHO IS THE MOST DANGEROUS.—*Rojas.*

The P. and O. ss. Lahore, from Singapore, is due here to-morrow at 4 p.m.

It is notified that the name of the Sui Hing Navigation Company, Limited, has been struck off the Register.

Major W. S. Nathan, C.M.G., is reported to be on his way out to China via Siberia. His trip is said to be purely a business one.

His Excellency the Officer Administering the Government has reappointed Captain A. J. L. Whyte, Royal Engineers, to his Aide-de-Camp.

The Rev. V. H. Copley Moyle, until lately chaplain at Hongkong, and formerly rector of Iping, Sussex, has been appointed vicar of Amberley by the Bishop of Chichester.

About Hong Kong.

Do you know that—

In the early days of the Colony, considerable difficulty was experienced in arranging for the conveyance of mails to Canton?

In 1846, sixty Hongkong merchants made arrangements with the owners of the ss. Corsair to carry mails to Canton for a monthly subsidy of £150.

In the following year, the Postmaster General insisted on the steamer carrying and delivering Post Office letters for Canton at 2d. each. When the captain refused to deliver the letters, on the ground that there was no Post Office in Canton, the Governor of Hongkong ordered legal proceedings, which resulted in the infliction of a fine of £100.

The British community, feeling aggrieved, addressed complaints to the Postmaster General in London, and later resolved to help themselves by the establishment of a river steamship company as a joint stock enterprise.

It is notified that, at the expiration of three months, the Great Western Hotel Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

Passengers arriving on the ss. Khiva yesterday included Surg. Lt.-Comdr. J. Clark, R.N., Surg. Comdr. J. G. Boal, Mr. D. Miller, Capt. Robinson, V.C., O.B.E., R.N., Mrs. Sayer, Mr. P. Gillespie, Lt. Comdr. H. H. Rogers and Sub. Lt. Cars, R.N.

A meeting of the Church and Congregation to bid farewell to the Rev. J. Kirk Macnachie and Mrs. Macnachie is to be held in the Lecture Hall, of Union Church, Hongkong, from 5 to 6 p.m., on Wednesday next. It is hoped there will be a large attendance.

Three lots of Crown land are to be sold by the P.W.D. offices on October 15th. Situate in Mong Kok, they are Kowloon Inland Lot 2144, area 3,844 square feet, upset price \$2 per foot; Inland Lot 2145, about 113,250 square feet, upset price \$56,025; and Inland Lot 2146, about 6,975 square feet, upset price \$2 per foot.

The Gazette contains an amended schedule in respect of the Colony's recreation grounds. A priority of right is reserved to the Naval and Military Authorities to use the whole of the Wongnai-chong Recreation Ground for Naval and Military Exercises on Mondays, Tuesdays, Thursdays, and Fridays in each week up to 1 o'clock p.m. when required.

Sufficiently large offer may be permitted this ultimate in capitalistic manipulation. Close observers of the situations will not be greatly surprised by the new developments. A few days ago a scheme was outlined by which it is hoped foreign capital will be attracted to Russia, and possibly, though we hardly think it probable, to the Soviet Government that foreigners might be more enthusiastic if signs of sanity were revealed. The real importance of the proposals, however, lies in the fact that Socialists throughout the world will find their casties tumbling about their ears. Russia has found State control of all public facilities to be not as sound in practice as it is in theory. The demands for the nationalisation of this and that in Britain for instance, may now conceivably be presented with a trifle less confidence.

LETTERS FROM HONGKONG.

23.—"Zim" Says Farewell.

Approaching Singapore on our way here, we made the usual discreet enquiries as to what one short stay in the place.

"One thing you must not miss," we were informed by every reliable member of the passenger list, that is to say those who had passed through before, or who had known the East. "You must go to the Hotel de l'Europe and have a million dollar cocktail!"

That was a long, long time ago, nearly two years. Sad to relate, we reached Hongkong without having tasted that unique experience. But let it not be thought that having avoided this, one outstanding specimen, the cocktail menace has entirely passed us by. The fact is that cocktails, in general, are fairly well known in Hongkong.

Not that we restrict ourselves to any one form of liquid nourishment. Those in search of romance may experience a little thrill, a reminiscent tang of a sea yarn, a feeling that he has perhaps, after all, just stepped out of the pages of one of Conrad's novels if, taking a walk down Wimbley way, he should chance on a neat white and blue building inscribed "Nagasaki Joe: 'Best Liquors in Restaurant; Coldest Beers in Town.' And if the beers from Japan are, as I have heard said, entirely synthetic, they may be none the worse for that.

The Chinese themselves have a partiality for sarsaparilla, and various forms of scent in their drinks, but a really respectable gentleman, so I am told, takes his brandy neat, by the half pint, without showing any ill-effects.

You will see indeed scarcely ever a drunken Chinese. Judging by their poetry, if by nothing else, drunkenness is not unknown in China, but they usually contrive to hide their excesses from foreign eyes. The Englishman is perhaps more open in his habits, and though there are certain things about which he is very touchy about "what people will say," drunkenness is on the whole not one of them. Our outlook on the subject is peculiar but very characteristic. In his inconstancy, we smile tolerantly at the casual delinquent, but we are quite ready to regard the unpleasant side of the habit with its due measure of disgust. Our attitude is well and joyfully illustrated in a passage that I cannot refrain from quoting, though it is from a contemporary book.

Alas, Hilarion—The name is China;—warm, southern China, where the damp listless atmosphere makes energy as dismal an affair as virtue and dresses sloth in the attractive raiment of after-dinner naps and before-dinner cocktails.

Of course we can justify our actions to ourselves and to each other, even as Hilarion.

You remember one of the temptations of St. Anthony, according to Flaubert, was the appearance before him of his old pupil in the shape of a dwarf, yet thick-set like the Cabir, distorted and of wretched appearance. He classifies the good saint with sophists as damnable as they are stirring. He accuses him in fact, and others in a similar way of life, of mortifying the flesh in order to create in visions, situations so much more alluring and satisfactory as to make the renunciation of ordinary earthly backslidings a matter of great difficulty.

Ingenious though Hilarion's reasoning may be, we in Hongkong fall into agreement with it all the more readily from the fact that we are not unduly oppressed by the presence of any notable body of Anthony. The chief opposition we have to face lies indeed in a certain disinclination for serious effort, which seems inherent in the place itself. Even when a really attractive project is mooted, there is a tendency to give every attention to any reasons that may be advanced as to why it would really be much better to do nothing about it.

Some time ago there was a proposal to make certain alterations to the Hongkong Club, whereby one of the billiard rooms would become a female room, and the laudable ambition of giving the Hongkong Club the longest bar in the world, a distinction at present held by Shanghai. At first sight it might be thought that a project of such eminence, placing it as it would the name of Hongkong in the forefront of civilisation in at least one particular, could not fail to come to immediate and glorious fruition. But it was not to be. I fancy it must have occurred to somebody that there was nothing to prevent the Shanghai Club, on hearing of Hongkong's achievement, enlarging their own bar, and so with one fell stroke to bring to nought months of magnificent effort.

And so we content ourselves with the bar as originally designed. Nor have we any real reason to feel dissatisfied. It is one of the best rooms in the house, situated just off the main lobby on the side overlooking the harbour. It is well furnished with a massive counter in mahogany (or as near as we can get to mahogany in this country), complete with solid brass footrail, extending the full length of the room. Behind the bar rises an imposing tier of small, symmetrical, and elegantly designed shelves, with mirrors behind them, the whole being a remarkably life-like reproduction, on a large scale, of Charing Cross railway station buffet.

And on this soul-compelling note, with a shining (though wooden) memory of home before our eyes, and the lazily moving life of the harbour behind us, I would bid you farewell. No more letters shall you receive from the awed pen of griselda. From the mature heart of Eastern wisdom you will not get the blatant secrets of a novice. I have lived, now nearly two years in Hongkong; I have tried (not very hard) to learn, (Continued on Page 5).

S. MOUTRIE & CO., LTD.

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"VISYLYKA"

(Made by the manufacturers of "Viyella")

"Viyella" is a modish, new, lightweight dress fabric of soft texture—silken in appearance—appropriate both for sports wear and the smart street costume. Woven from a mixture of wool, cotton and artificial silk. Guaranteed washable and unshrinkable.

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Lane, Crawford, Ltd.

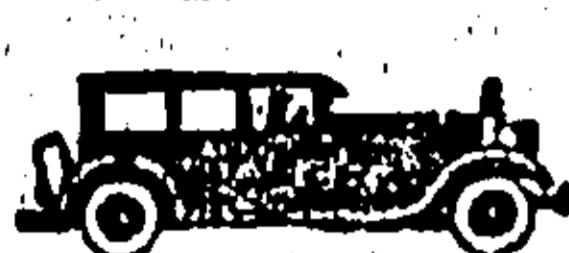
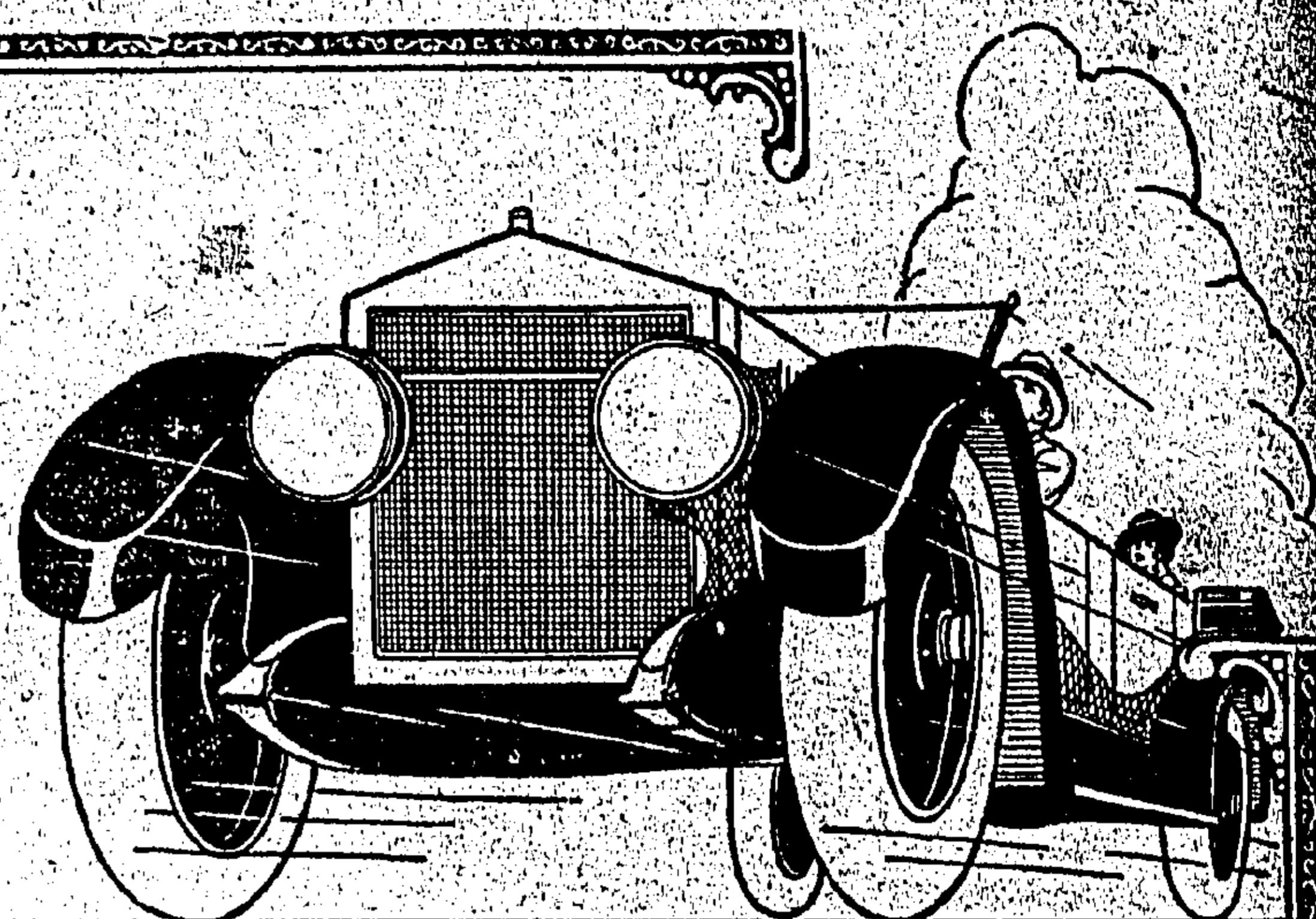
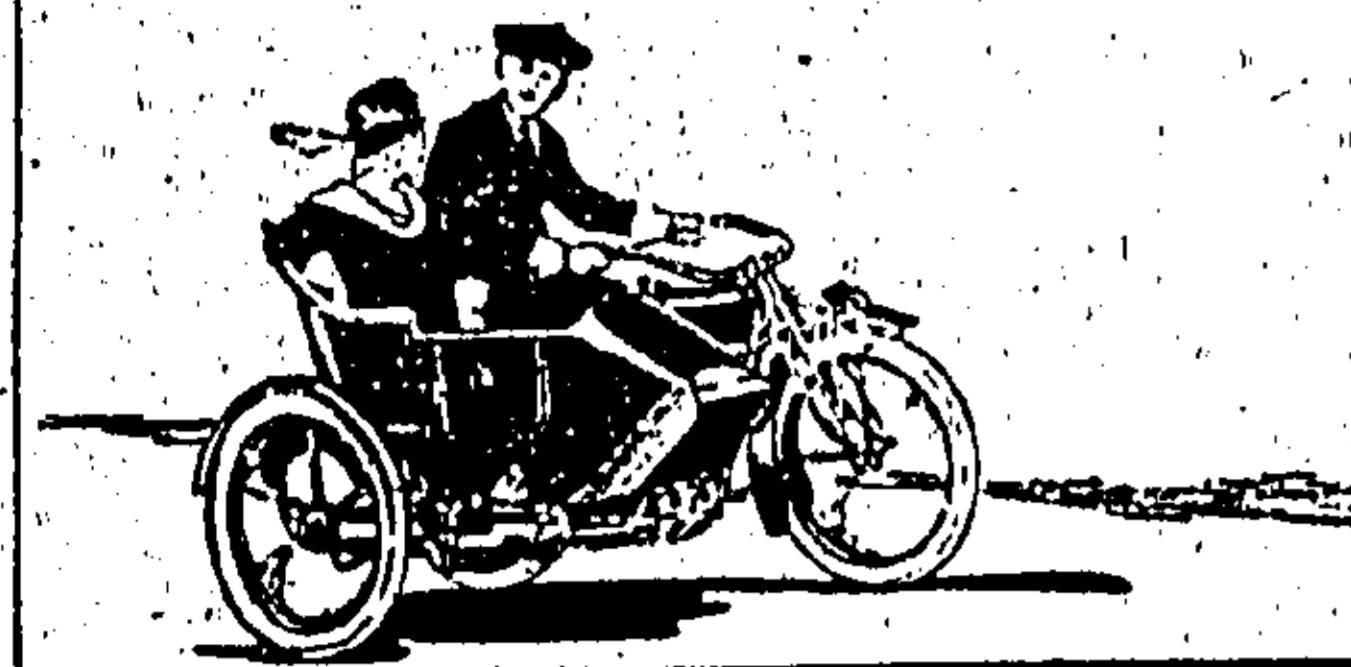
GROUND FLOOR—EXCHANGE BUILDING.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 29th SEPTEMBER, 1928.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Criminal Carelessness.

We are requested by a local motorist to again draw attention to local reckless driving. It is the same old story of a driver speeding up the Stubbs Road, taking corners—and blind corners at that—hard over to the right, and trusting to luck that a descending vehicle doesn't happen to meet him on one of these corners. Truly some drivers are not fit to be at the wheel of a car, and the pity is that drastic action is not taken against offenders.

Patrols Ineffective.

Our informant in this case is of the opinion that the mere patrolling of Stubbs Road at certain times of the day can never have the desired effect, for the simple reason that these glaring breaches of regulations usually occur when there are no police in sight. It is suggested that the only effective method of combating this practice is to set up a few "traps" at certain danger points, and we must agree that where the safety of the general body of motorists is at stake, such a method would be fully warranted.

On Bumpers.

It is proposed to bring in a law at Home that all bumpers on motor vehicles shall be fixed at a standard height from the ground, thus ensuring that should two cars become involved in a head-on collision, the force of the impact may be somewhat lessened. This certainly sounds a practical suggestion, because with these devices fitted as they are at present, very little protection is given in instances where two cars collide. Whilst discussing the question of bumpers, it is rather surprising that very few lorries are so equipped. Possibly it is because these heavy vehicles have little to fear from collision with lighter machines, but that is rather poor consolation for the owner of an ordinary passenger car.

Heavy Vehicles Speed.

Commercial vehicles of one ton and under are forbidden to travel at a speed exceeding 15 m.p.h., and those of over one ton, are restricted to 12 m.p.h. We quite agree that the speed of heavy vehicles should be controlled, but there are instances where a lorry travelling at 12 m.p.h. would cause an obstruction to other traffic. Providing that pneumatic tyres are fitted, we think that the respective limits might safely be raised to 20 and 15 m.p.h., because, after all, the modern commercial vehicle is effectively equipped with braking power.

Consideration Please.

We have been requested to draw attention to the disturbance caused in the vicinity of the Peak Hotel by cars which arrive late at night and during the early hours of the morning. Residents in the Hotel Annexe are especially concerned in this matter, for the road passes actually beneath their window. Drivers should be instructed to drive as quietly as possible, and passengers will surely appreciate the unintentional annoyance previously caused, and refrain from taking farewells too noisily. On fine nights a large number of Chinese residents take advantage of the run up the Peak, and occasionally park but a few feet from the window of the Hotel. In such cases a tactful word from the constable on duty might have the desired effect.

Chater Road Cars.

The public hire cars at this parking place still cause a considerable annoyance owing to their drivers' anxiety to secure passengers. As soon as a prospective fare appears in view, two or three cars leave the stand in order to

secure business, with the result that considerable congestion is caused. Apparently the drivers have not the slightest idea of order, and definite instructions on the question seem desirable. There is no denying that the cars do serve a most useful purpose, but nevertheless, they will lose public sympathy and patronage unless a more orderly state of affairs is brought about.

A New System.

We understand that a movement is on foot by a certain company to run ordinary five-seater public cars anywhere in the City of Victoria at the rate of fifty cents per mile. Since the inauguration of the new taxi services, the ordinary hire cars have been somewhat badly hit, and it is believed that the proposed scheme will remedy matters, and at the same time, show a profit. Such a system would certainly eliminate the necessity of bargaining with drivers, a procedure which has much to condemn it.

A Canton Example.

The Authorities of the City of Canton set an example which might well be followed here in Hongkong. We refer to those exasperating, antiquated vehicles known as coolie-trucks. Not only do they cause obstruction to normal vehicles, but the roads suffer untold damage as the result of the iron tyres being zig-zagged over the surface. Canton has now decreed that all such trucks shall be fitted with rubber tyres, and we congratulate the Officials of that city who are responsible for thus solving the question of how to avoid damage to the roads. As far as Hongkong is concerned, we appreciate the fact that the number of these nuisances has been greatly decreased, and at the same time, we realise that a certain number are necessary in order to deal with the transportation of merchandise in the narrow streets, which are not open to motor traffic.

As we mentioned last week, the water front from Wing Lok street to Whitty Street gives ample evidence of how a road surface can be damaged, but Canton's lead now provides an excellent remedy in as far as iron tyred trucks are concerned.

Tram Passengers.

At some of the busy tram stop-

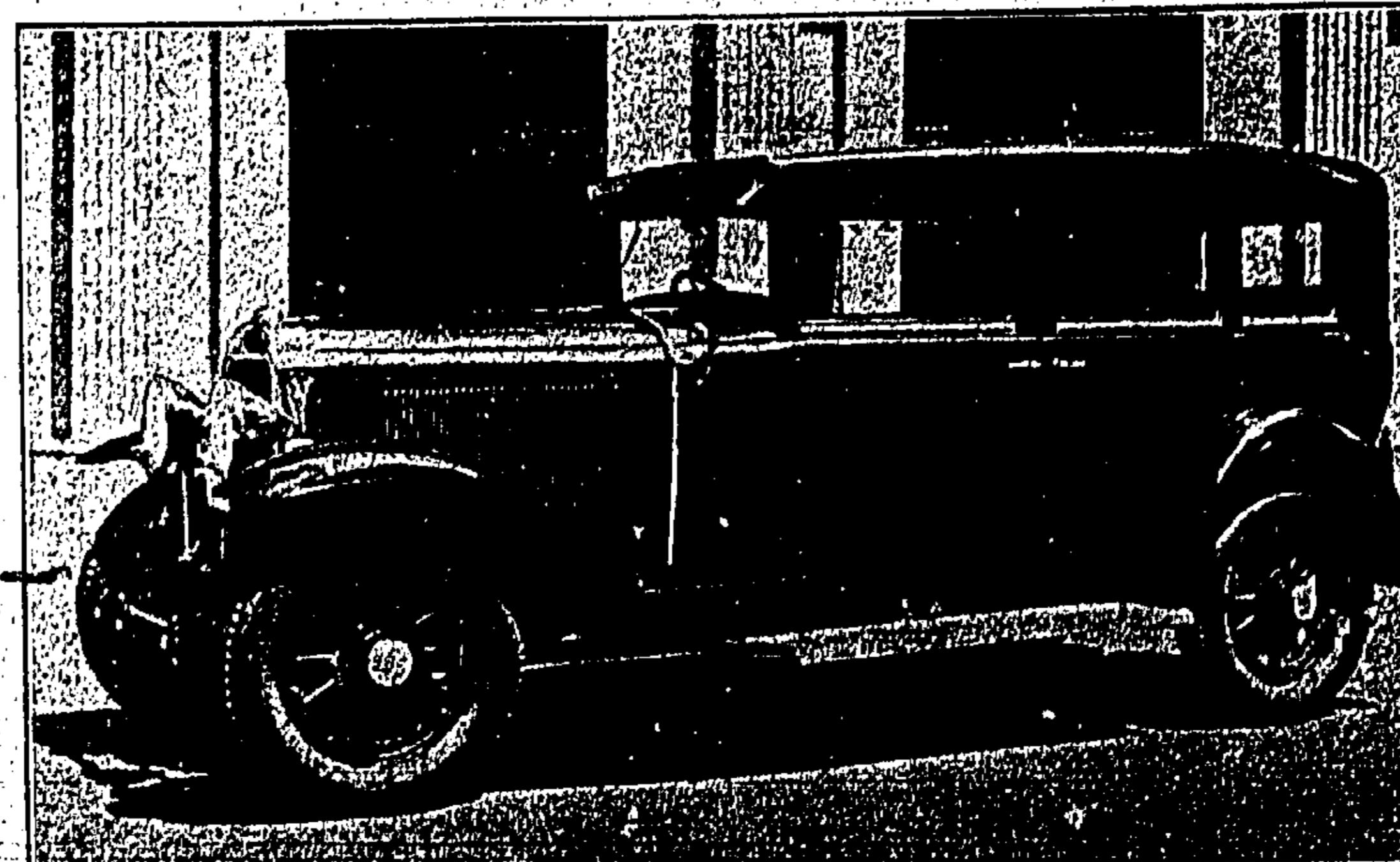
ping places, such as the G.E.C., Fire Station, King Edward Hotel, etc., passengers crowd on to the roadway and cause annoyance to motorists, and a danger to themselves.

An excellent scheme is in force in some parts of Australia, and we think it might be tried here. A white line is laid down about three feet from the tram track, about the length of the tram car, and running parallel with the track itself. Intending passengers wait in this area, thus allowing traffic to pass between them and the kerbstone. We are assured that the system works excellently, preventing, as it does, misunderstanding between drivers of motor vehicles and pedestrians.

To The Tattoo.

During the Tattoo, the Hongkong Hotel Motor Department will maintain a continual service of buses from Bluko Pier to the grounds, the fare having been arranged at ten cents. This will prove a great convenience to many people visiting the show. In addition to this service, a number of public hire vehicles will ply from Pedder Street, Chater Road and the Star Ferry. These cars will carry a parking card on the windscreen, and residents are advised to engage only cars bearing this card.

THE SILVER ANNIVERSARY BUICK LIMOUSINE.



The luxurious limousine shown above is one of the special models built to celebrate Buick's Twenty-fifth anniversary. Finished in dark blue, with Wedgwood blue interior decoration and upholstery, this car represents a very high standard of quality, embodying handsome appearance, comfort, and unusual power. (Photo: Mrs. Cheung).

AFTER TORNADO STRUCK MINNESOTA TOWN.



A scene of wreckage in Austin, Minn., in the path of a tornado that swept two Minnesota counties and claimed several lives and hundreds of thousands of dollars in property damage, is pictured above. The ruins of a garage and several automobiles it housed are shown.

Through Kwangsi.

In view of the progressive road policy which is being carried out in the Province of Kwangsi, it is interesting to note that a tour was undertaken recently by Mr. C. F. Servadei of the Flat Motor Car Company, during which many miles were covered, and much valuable data collected. For the purpose of the tour, a Flat "500" car and a Flat "503" truck were selected, and it speaks well for the reliability of these vehicles, that they negotiated some extremely rough country most satisfactorily. Some of the roads were quite good, but the majority were merely rough tracks, in many places completely inundated with water. Many towns and villages were visited, and the local residents evinced the greatest interest in the vehicles. Both vehicles found ready buyers at the end of the tour at Nanning.

Instruction Needed.

Although a traffic constable is stationed at the Queen's Road end of Pedder Street, it is frequently noticed that when most of the parking space is occupied, an extra car is added to the line, thus interfering with the line of pedestrian traffic ever crossing over the head of Pedder Street. This car may be within a couple of feet of the traffic post, but it does not seem to occur to the constable on

LIVE SHACKLES.

Rubber Substituted for Metal.

With the adoption of rubber shock insulators, Chrysler engineers have done away with metal spring shackles, and spring bolts and bushings of the ordinary type, thus eliminating 36 working joints which usually require frequent attention.

The spring ends are ingeniously anchored in specially moulded blocks of live rubber, and these are securely held under compression in malleable brackets at the frame ends.

These live-rubber blocks effectively insulate the springs from the frame, and thus dampen and cushion out vibration.

Unless these conditions are fulfilled he may not keep a car within 20 miles of Oxford.

SCHOOL RULES.

Check on Student Cars.

Students at Oxford University are not permitted to own motor cars until they have completed one year of study.

When a student in his second year wishes to keep a car at the University he must obtain a special license from the proctors, must keep the car in a licensed garage, and must have a special green light upon it to show that it is the property of a student.

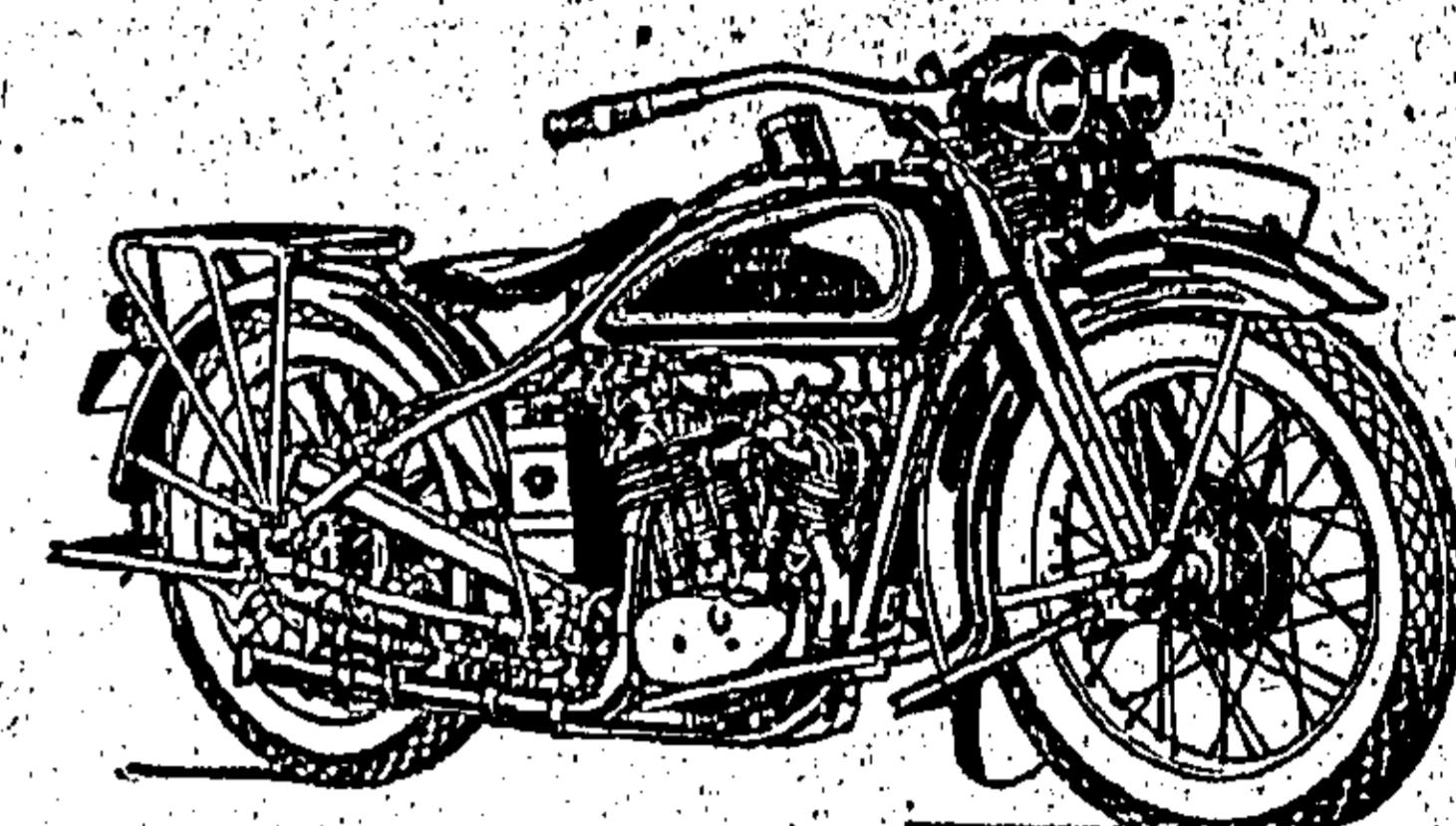
Unless these conditions are fulfilled he may not keep a car within 20 miles of Oxford.

TRACK RIDING.

Art Pechar, one of America's foremost dirt track riders, is now on a visit to England, and, riding on his 500 c.c. Indian, has shattered the mile record for Stamford Bridge track.

The previous record was held by Spencer Stratton on a 500 c.c. Harley. No times were given in the report.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

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ACCESORIES IN STOCK.

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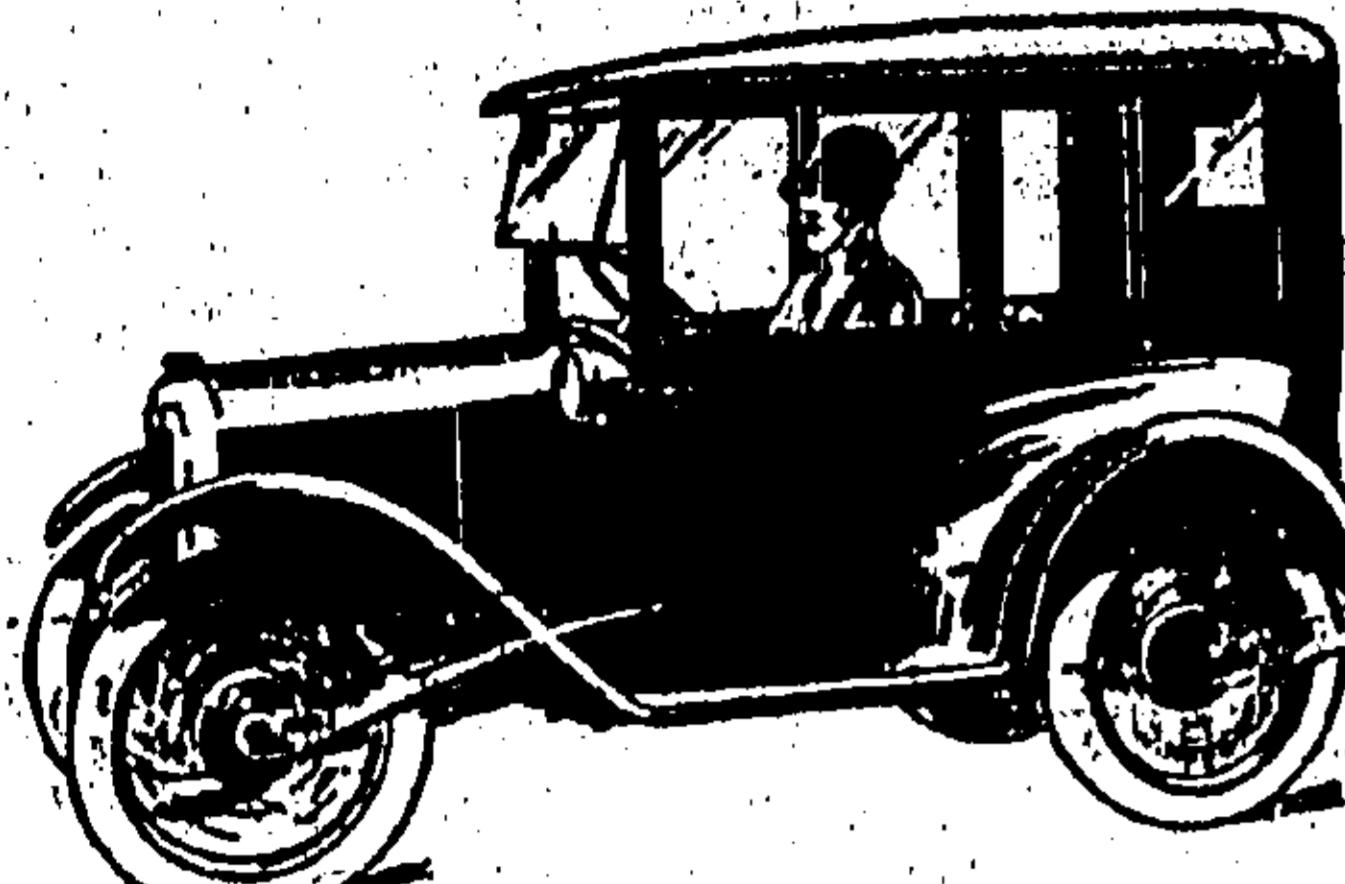
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Then he had a bright idea
and bought an



AUSTIN SEVEN.

You too can enjoy motoring
at a Cent per mile.

ALEX. ROSS & Co., (China) Ltd.
Prince's Building. 2nd. floor, -Ice House St. Entrance.
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NEW Beauty NEW Refinements NEW Improvements For Four CHAMPION Cars

THE PRESIDENT EIGHT, the COMMANDER, the DIRECTOR, the ERSKINE—these four thoroughbred cars that won for Studebaker every official American stock model performance record, regardless of power or price or type of car, are today crowned with new beauty, new luxury.

A step ahead of the most costly Continental or American creations are these new Studebaker body designs. Exclusive new colour combinations and rich new upholstery fabrics complement their beauty.

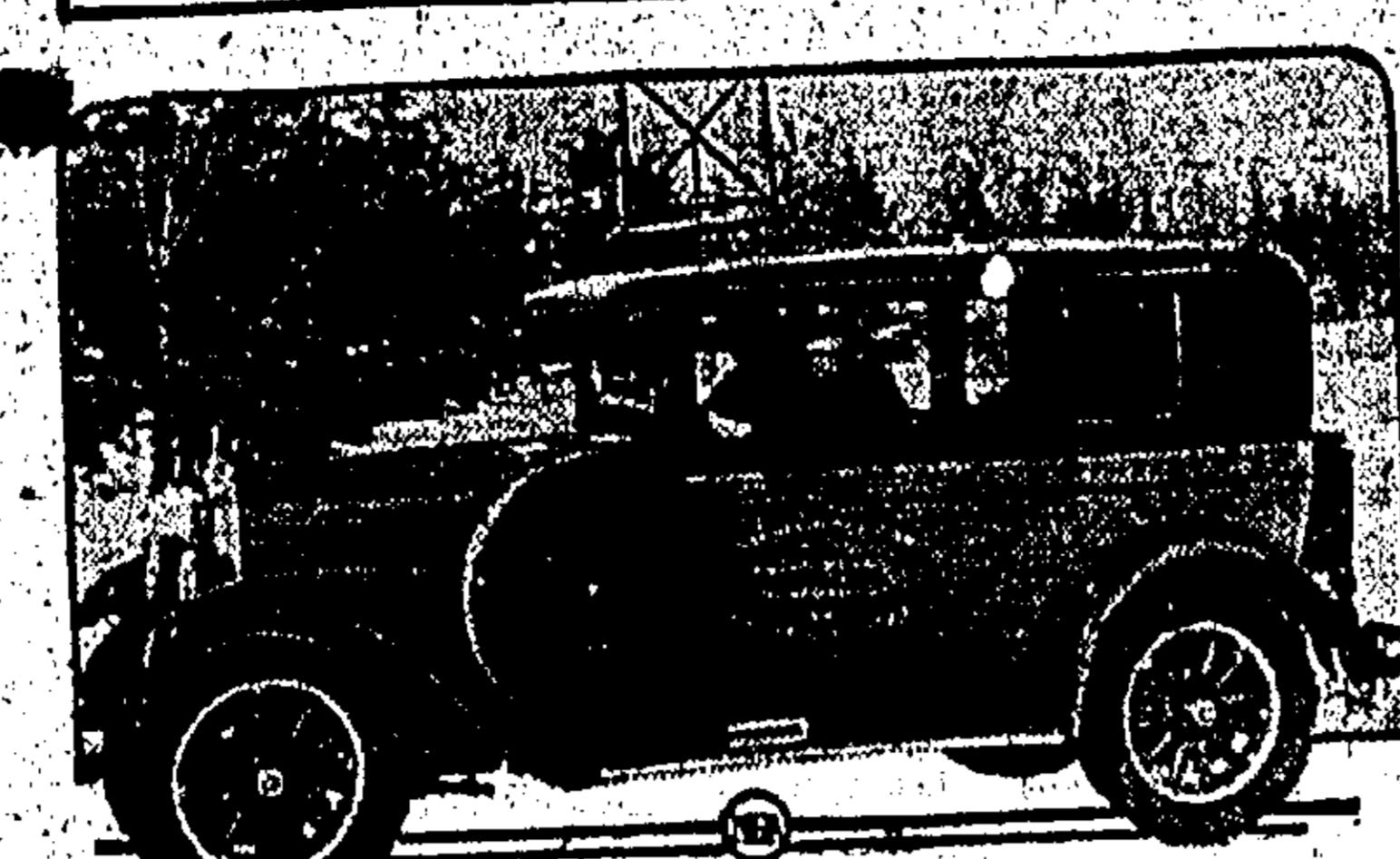
Come see new refinements in finish and fittings. Glistening in chrome plating on radiator and lamps retains its newness. Onyx embellishments for the shifting lever and horn button. Many other new details that will increase any man's pride of possession in these champion cars.

A Car for Every Purse and Every Taste. The President Eight, the Commander, and high value. Each is backed by Studebaker's 12-month guarantee.

THE HONG KONG HOTEL GARAGE
25 Queen's Road Central
Tel. Central 4759

STUDEBAKER
The Great Independent

TRACING RADIO INTERFERENCE.



Canada is as active as the United States in running down sources of radio interference. This is the fourteenth of 16 "interference cars" used for this purpose in the Dominion. Commander C. P. Edwards, head of the radio branch of the Department of Marine and Fisheries in Canada, is shown at the wheel.

THE NEW FORD.

Scientific Springing.

The combination of transverse semielliptic springs and hydraulic shock absorbers of the double-action type makes the new Ford Model A a car of excellent riding qualities. To this must be added the ingenious arrangement of the springs which actually makes them part of the sprung weight, reducing the unsprung weight of the car to the absolute minimum.

On smooth roads, the springs operate independently, having an operating radius of one inch in which they do not engage the shock absorbers. On rough roads, or whenever bumps are encountered which tend to "throw" the car, the absorbers come instantly into play, eliminating the inherent tendency of the springs to react to the sudden stresses caused by depressions in the roadway.

The shock absorbers are of the best type known to automotive engineers. They regulate the flexing of the spring in the same manner that a door check does the closing of a door, except that they work both ways. Each contains two right-tilting rotary wings connected to the springs by a linkage. The body of each absorber is filled with glycerine, which, when in action, is forced by the moving wings from one chamber to another through check valves and controlled ports, offering resistance to the wings, thus controlling the movement of the springs. An adjustment dial regulates the flow of the fluid.

The absorbers, besides increasing the riding comfort, add materially to the life of the car, particularly to the springs. Engineers estimate that the life of the springs will be 100 per cent greater with shock absorbers of this type than without them.

MORE COMFORT.

Smart Lines Are Not
Everything.

The passenger is coming in for serious consideration in the design of automobile bodies.

This assurance for the comfort of our limbs is given by Hermann A. Brunn, president of a Buffalo body company, in a recent talk before the Detroit section of the Society of Automotive Engineers.

Brunn warns his fellow body designers that the day of planning a beautiful outline and then finding room for passengers is over. The more preferable method, and one which is being adopted by the leaders, is to lay out the seating arrangement first, being sure to provide adequate room for all the passengers, and then surround this with the outline.

"Remember, there is no substitute for comfort," he says. "The body is made for the purpose of carrying human beings. You cannot cut a place off the passenger. He wants to take his legs, arms, body, clothing and hat with him, and he may even want to carry some luggage."

Suggests Body Trends.

"Many automobile bodies are so small that when five grown people wearing overcoats and hats are in them, the automobile seems to disappear."

"Of what practical value is a car, be it ever so beautiful, if it is not useful?"

Brunn, therefore, makes a few suggestions toward proper body designing, for the comfort of the passengers, besides the beauty of the car. These are:

1—Simplified design, which holds public favour longest.
2—Hiding the anatomy of the car in the rear.
3—Thinner windshield pillars for greater visibility.
4—Neutralized glass windshield visor to replace the present fixed visor and afford greater visibility upward.

For Safety and Comfort.

5—Safety glass windshields.
6—Adjustable seats both front and rear.

7—Form-fitting upholstery.

8—New and more durable materials for the interior.

Brunn sees a tendency toward convertible bodies, especially on the smaller types of cars, such as the coupe. This would be a reversion to the old design of convertible phaeton, before the days of the closed car. Instead of building an open car that can be closed in an emergency, however, closed cars are built to be opened up when weather permits.

ANOTHER BY-PASS ROAD AT BARNET.

To Ease Pressure Between London & North.

A by-pass road is to be constructed at Barnet.

The scheme has been provisionally approved by the Ministry of Transport, which will share equally the cost with the Hornsby County Council.

The council will construct the road, which is to relieve the traffic on Barnet Hill and through the High-street.

The by-pass will turn eastwards off the Great North Road about a quarter of a mile south of Barnet Hill, and, following a route across the old Barnet horse fair field, will pass east of the railway station and town, rejoining the Great North Road at Hatfield.

It is expected that the great bulk of the road traffic between London and the North will use the new road.

TRAFFIC SIGNALS.

Test Not Successful
in Melbourne.

VIEW OBSTRUCTED.

Melbourne's first experiment in traffic signals has been removed from its position at the corner of Swanston and Flinders streets.

According to Mr. R. E. Barnes, a Melbourne motorist who visited Sydney recently, the authorities have not pronounced any decision upon its performance; but they announced, when it was installed, that it was merely a test, and that several devices would be tried.

In Mr. Barnes's opinion, the manual signal was useless. "The policeman seemed to work harder than ever," he said, "and the traffic seemed more tangled."

Probably, this was due to the fact that trams blocked the signal from the view of motorists approaching it along Swanston-street. Drivers would gaily follow the trams across the intersection and then, when part way across, would get a view of the signal and find it showing "stop."

Then, brakes would be jammed on; cars would slide, and time would be wasted while the drivers tried to reverse into the traffic piled up behind and the cross-street flow was blocked."



HONG KONG DELIVERED PRICES.

NATIONAL SERIES "A B" PASSENGER.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 36 at 2,000 Revolutions.
Piston Displacement 170.8 Cubic Inch. Wheel-Base 107 Inches.
Speed 50 M.P.H.

Model	Net Weight	F. O. B. Factory Price	Extra Freight	Packing and Delivery	Net Hong Kong Price
Roadster	2,006 lbs.	G\$495	G\$54	G\$126	G\$705
5-pass.	2,056 lbs.	495	57	216	745
Tourer	2,116 lbs.	595	40	265	890
Coach (2 door)	2,176 lbs.	595	40	265	900
Coupe	2,396 lbs.	675	40	265	980
Sedan	2,276 lbs.	695	40	265	1,000
Cabriolet	2,396 lbs.	715	40	265	1,020
Landau Sedan	2,396 lbs.	715	40	265	1,020

Hong Kong Price includes spare rim, Tire & Tube, Bumper, hub Caps, Right Hand Drive.

NATIONAL SERIES "A B" COMMERCIAL.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 36 at 2,000 Revolutions.
Piston Displacement 170.0 Cubic Inch. Wheel-Base 107 Inches.
Speed 45 M.P.H.

Half Ton Chassis	2,616 lbs.	G\$375	G\$420	G\$185	G\$550
Half Ton Chassis and Cab No. 560	2,015	490	20	215	725
Cab Top Express Truck	2,280	530	20	240	790
Screen Express Truck	2,705	570	20	265	855
Combination Truck	2,530	580	20	265	865
Panel Express Truck	2,665	600	20	280	870
Eight Passenger Bus	3,426	615	20	235	890

Hong Kong Price includes spare rim, Tire and Tube, Right Hand Drive.

CAPITOL SERIES "L O" UTILITY.

R.A.C. Horse-Power Rating 21.7.
Brake Horse-Power 37 at 2,000 Revolutions.
Piston Displacement 170.9 Cubic Inch. Wheel-Base 104 Inches.

One Ton Chassis	2,130 lbs.	G\$530	G\$445	G\$165	G\$750
1½ Ton Chassis	2,230 lbs.	520	115	165	800
1½ Ton (140°) Chassis	2,410 lbs.	520	215	185	820

Hong Kong Price includes spare rim, Tire and Tube and 4 fenders.

EXTRA FOR BODIES MOUNTED ON 124" CHASSIS.

Sedan Cab	No. 506	400 lbs.	G\$85	G\$30	G\$65	G\$180
Cab Top Body	No. 328	775 lbs.	175	30	115	310
Screen Body	No. 303	950 lbs.	235	30	145	410
Combination	No. 303	1,000 lbs.	250	30	145	425
Panel Body	No. 403	800 lbs.	270	30	135	425
12 Pass. Bus	No. 39	775 lbs.	305	—	130	435

All Prices and Specifications subject to change without notice.

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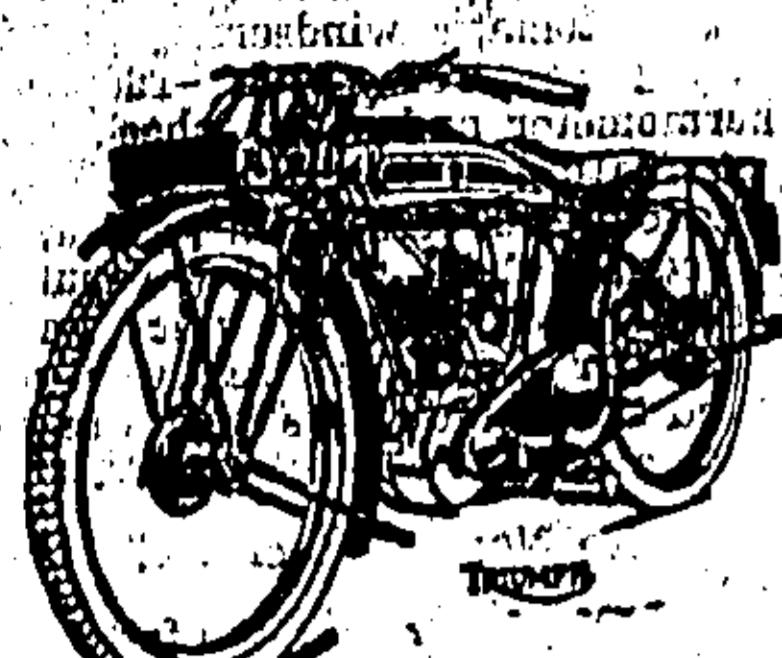
Fitted with two world-famed engines—the Villiers 2-stroke and the M.A.G. 4-stroke.

If you want a machine with the power for Hill Climb, please call for a trial demonstration.

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better to buy
the best, not
in Price but
Performance.

EASY PAYMENT PLAN



FRANCIS AND BARNETT

Cycles.
From £36.00 up.

DOUGLAS E. W.
From £59.00 up.

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CYCLES
From £60.00 up.

A.J.S. MOTORCYCLES
From £61.00 up.

INDIAN MOTORCYCLES
From G\$245.00 up.

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Reliable Drivers Supplied.
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Associate Membership of the
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All Communications for
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REV. G. E. S. UPSDELL
Hon. Secretary.

C/o "Hongkong Telegraph"

NOTICE

TO

ADVERTISERS

All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.

HONOUR FOR BENOIST.

In recognition of his success in
winning all four of the principal
races in Europe last summer,
Robert Benoist, the leading racing
car-driver of France, was recently
made a chevalier of the Legion of
Honour by the French Govern-
ment.

A DOG'S LIFE.

Pup Holds Up Shanghai
Traffic.

At the centre of Nanking Road at 5 p.m. is no place to loiter if one values life and limb. Whizzing motor cars, bicycles, rickshaws, motor cycles, wheelbarrows and other vehicles roll by in never-ending stream. The hands of the clock pointed to 5.05 o'clock when a sad-faced, weebegone and thoroughly sorry-looking pup of uncertain ancestry elected to stir up enough energy to dash into the street.

Came a grinding of brakes and the shout of an irate Chinese driver. The front wheels of the car missed the pup by inches. Apparently encouraged by his success in avoiding sudden death, the pup dashed in front of another car moving in the opposite direction.

The driver, a Chinese, brought up with a jerk, missed the pup, but felt the impact of another car in the rear. The second car which also stopped, with a jerk, was bumped by another car.

A Chinese constable, enraged over the pup's affront to the dignity of a Chinese constable, took up the chase of the pup with a hue and a cry, mostly a hue.

The pup evidently thought it was a game and that the constable was "it."

Traffic was momentarily halted while the indignant constable chased the pup in and out amongst the motor cars and rickshaws. Another constable appeared to aid his brother enforcer of law and order.

By now the ozone was filled with the blast of motor car horns from impatient drivers. The pup sought shelter under a motor car and refused to be coaxed or driven out by the constables. The owner of the car, Mr. F. J. Schuh, who admits knowing all about pups, woks or otherwise, crawled half-way under the car and uttered strange, unintelligible sounds calculated to soothe the distracted pups.

The pup wagged his tail—and walked out. Traffic moved again. The wok pup has a new home and master now: Mr. Schuh.

THE STUDEBAKER.

Ball-bearing Spring
Shackles.

GREATER COMFORT.

The adoption of ball-bearing spring shackles for the new line of champion motor cars announced by Studebaker is an added demonstration of Studebaker's engineering leadership. These shackles are exclusive to Studebaker cars. Studebaker's new ball bearing shackles provide greater riding comfort, eliminate squeaks, rattles and adjustments and require inspection only at 20,000-mile intervals when lubricant may be added if necessary.

Before Studebaker engineers approved ball-bearing spring shackles, they were tested in more than 177,000 miles of driving on Studebaker's 800-acre Proving Ground and over U.S. transcontinental roads, tests more stringent than would ever be encountered in normal use.

There was not one single bearing failure during these tests, and when they were completed, the shackles were functioning as quietly and as smoothly as the day they were put on the cars. Although some of the individual cars had accumulated a total of more than 85,000 miles, inspection revealed that no addition of lubricant was necessary.

Such tests proved the value of the ball-bearing shackles beyond all doubt. Accordingly Studebaker engineers approved them as standard equipment on all Studebaker President, Commander and Director models. Coupled with deep, luxurious upholstery and hydraulic shock absorbers, which are standard, these shackles give an unequalled degree of riding comfort.

The average motor car owner, while conscious of the presence of spring shackles on his car, knows little about them. Spring shackles provide a flexible connection between the spring and the frame, and are subject to a constant back and forth motion caused by springs flexing. If their action isn't free and smooth, springs cannot cushion road depressions properly—and, what is worse, rattles and squeaks and expense of adjustments follow.

PROVIDE PARK TAXIS.

To provide transportation through American parks, 663 motor vehicles, with a capacity of more than 6,800 passengers, are operated by public utilities under government supervision.

THE ECONOMIST.

young Angus M'Todd was a Scotsman, that's odd!

For the name is essentially Spanish; when they kissed his hard flat, Deep into his pocket they'd vanish.

By every device, from the screw to the vice, He enrolled M'Todd pounds, which was clannish; Yet was prised loose at last from the price of a fast, Second-hand, sporty roadster—most mannish.

At the cost of oil, petrol and tyres, When free from his toll, he sought second-hand oil.

Or unprinted covers salvaged from fires; While bearings fast wore, and developed a roar,

And the bolts squealed for spanner and pliers, Angus mixed kerosene with his fuel—which was lean—

Swearing men who liked driving were liars.

At the break of a day he was found by a way!

Side with bricks, like confetti, around him, And the cause of it all—this contact with a wall—

Was observed by the policeman who found him; Front tyres worn thin, a blow-out, and a spin—

Then the bricks tumbling downward to pound him; Neath its layer of rust, the steering had bust,

And the engine had leapt out to wound him.

Young Angus was ill, but with plaster and pill.

Ten doctors strove bravely to cure him;

Their efforts were vain, for he died in disdain, Saying life had no glamour to lure him.

As his car was quite lost, When he thought of the cost,

He had not fortitude to endure it;

And passed out in grief, babbling still his babil;

"Mon, it cost far too much to insure it!"—(Sydney Sun).

THORNYCROFT SIX-
WHEELED VEHICLES

Order from Liverpool
Corporation.

The latest important users to acquire Thonycroft six-wheelers were the Liverpool Corporation, who have placed an order for ten of the new type "FC" low-loading six-wheeled omnibus chassis, suitable for accommodating 45 passengers in a single deck vehicle. This order is especially interesting by reason of the facts that the Liverpool Corporation have had

JOHN I. THORNYCROFT & CO. LTD.

THE LEADING EXPONENTS

ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,
UNION BUILDING,
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PASSENGER OMNIBUSES

AND

MOTOR FREIGHT VEHICLES

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Announcing the new Fiat mod. 520
the six superexcellent

Sole Agents for Hongkong; Canton and Macao.
SOC. ITALIANA, IMP. ESTREMÓ ORIENTE, LTD.
Managers:—A. GOKE & COMPANY.

SHOWROOMS AND OFFICES
67, Des Voeux Road C.
Tel. C. 4821.

FIAT 520
FOR 1928
NOW ON SHOW

WORKSHOP:
67, Des Voeux Road C.
Tel. C. 4821.

OLD CAR PROBLEM.

Should They be Taken Off the Road?

Discussing editorially a suggestion that "cars of a certain age or of a degree of mechanical inefficiency should no longer be allowed on the road," *The Motor* remarks:

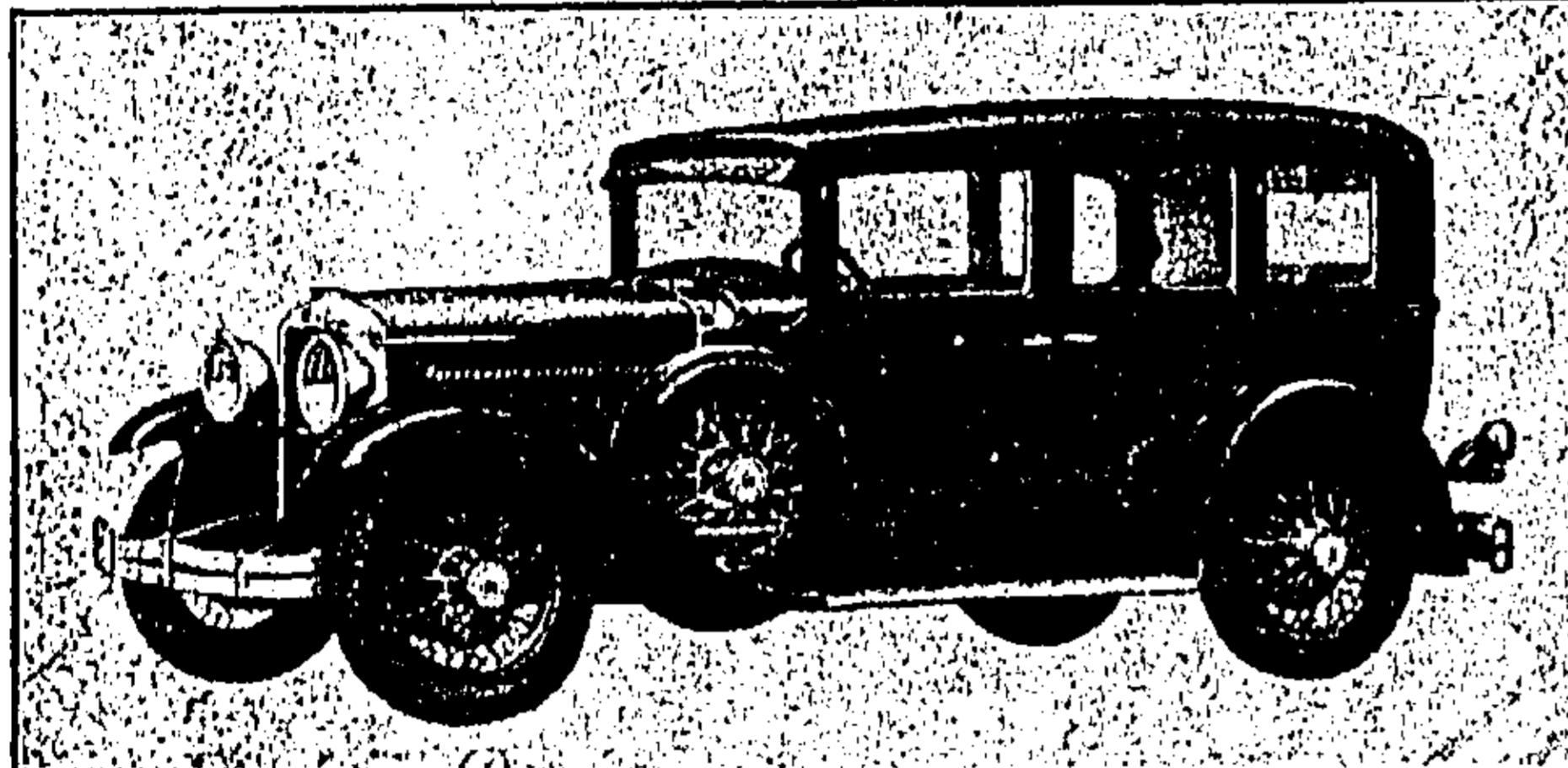
"The supposition is, presumably, that all cars reach a period when their mechanical efficiency is supposed to have become impaired to

an extent that makes them a menace to their owners and to all other users of the road. A more absurd contention could not possibly be advanced. The condition of a car, say, five, or six or even eight years old, depends largely upon the way in which it has been driven and the attention that has been given to its maintenance. Referring to British cars in particular, there are many of reputed make which, in the hands of careful owners, capable of maintaining them in good order, or periodically submitting them to an expert mechanic for overhaul, will have

"Why, again, should it be as-

Come to our Showroom and let us demonstrate to you

THE NEW
Six Cylinder



HUPMOBILE
5-SEATER. 7-SEATER. SEDAN.

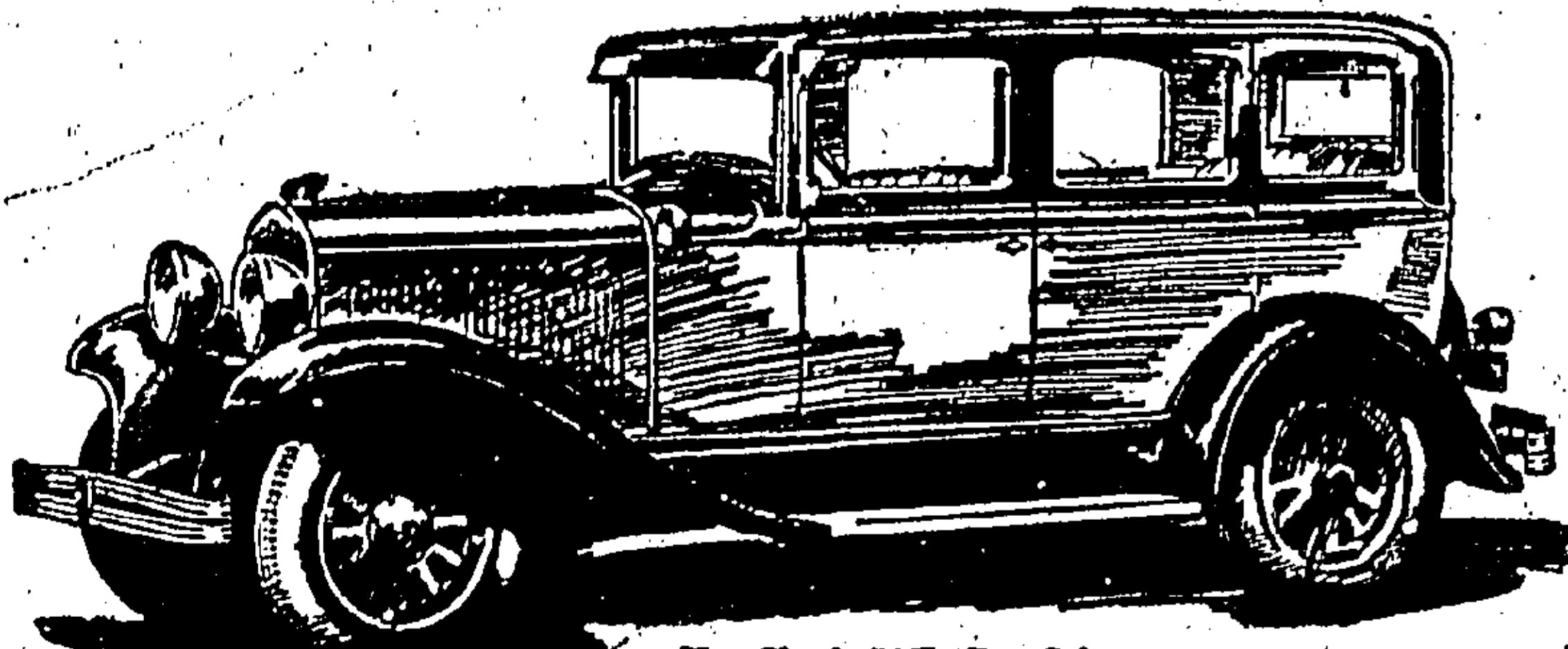
SALES DEPARTMENT

DRAGON MOTOR LIVERY
SERVICE,

Sole Agents for Hongkong and South China.

24 Des Voeux Road Central. Tel. C.482 & C.3552.

New
CHRYSLER "65"



New Chrysler "65" 4-Door Sedan

IN the new Chrysler Six—the "75" and the "65"—Chrysler now sets striking new measures of beauty, when the artistry of an industry was seemingly at its height—new measures of performance, beyond even the sparkling Chryslers of other days—new measures of value—lower prices. It is expected of Chrysler that it shall provide the public with new style, new performance, new quality, new value. For it is the outstanding genius of Chrysler engineering, research, and manufacture that periodically they produce new, extraordinary

offerings, beyond anything else the industry provides in performance and style... It is natural therefore, that the public has acclaimed these new Chryslers as surpassing all that has gone before—as ushering into existence an entirely new motoring style that re-styles all motor cars... In view of the unique degree of beauty, power, speed, luxury, comfort, efficiency and value of the new "75" and "65," it is not at all strange that the whole country is today more than ever Chrysler-wild.

Features—New Chrysler "65"—New larger engine—65 h.p.—"Silver-Dome" high-compression head using any petrol—characteristic Chrysler speed, power and picket—counter-weighted 7-bearing crankshaft, only car at or near this price with this costly feature; new, slender profile radiator—new bow-shaped lamps

—beautiful cowl moulding and cool lamps—new, longer chassis and longer, wider, roomier bodies—new arched window silhouette—new "airing" full-crowned wings—new internal expanding Chrysler hydraulic four-wheel brakes, unaffected by weather conditions—Looyoy hydraulic shock absorbers, front and rear—spring ends anchored in live rubber, instead of metal shackles.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.

Tel. C. 1219.

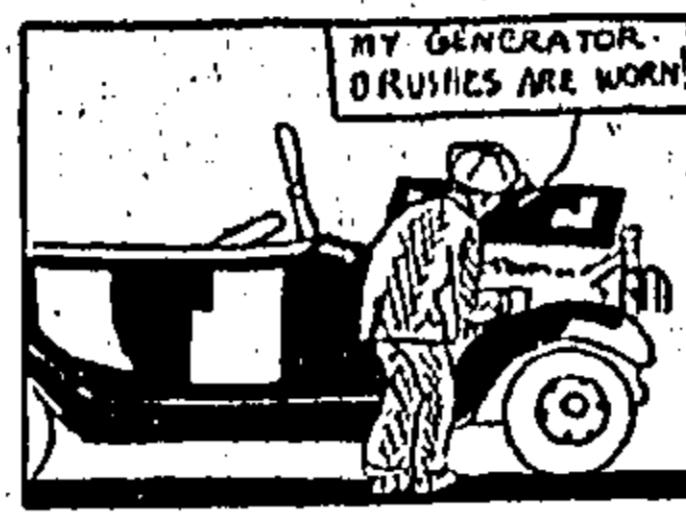
HINTS
FOR THE
MOTORIST

by ALBERT L. CLOUGH

IMPROVED LUBRICATION FOR OIL ENGINES.

Among the most notable additions made to the equipment of late car models are means for safeguarding the quality of engine oil and hence of reducing engine wear. These include devices for preventing access of solid abrasive matter, water and unburned fuel to the oil and of continuously removing from it such contaminations as may enter it. Air cleaners, oil filters and rectifiers and crankcase ventilation devices are included in this class and their

Short-Lived Brushes.



use tends not only to longer engine life and less frequent need for repairs, but to economy of oil and reduced labour in draining and refilling engine lubrication systems. Fortunately, some of these oil-safeguarding devices, appearing as improvements on new engines, can be applied to old engines and when so installed go far toward bringing them into line with the latest practice in lubrication. Both oil-purifiers and air-cleaners are now offered, as accessories, in considerable variety and applicable to so wide a variety of conditions, as to fit most existing engines. The installation of an air-cleaner is well worth considering by every motorist who drives much over dusty roads and the adoption of an oil-purifier, either of the straight filtration type or one employing heat for water and fuel end elimination, is an attractive proposition for every owner who is looking for engine improvements. Many of the factories have only lately adopted air and oil-cleaning devices as standard equipment on engines which have remained practically unchanged in design for several seasons and can inform their customers what devices are best adapted for installation on each of their earlier engines as were not provided with these auxiliaries. Crankcase ventilation arrangements are a newer development than air and oil cleaners, but are of such a character as to lead to the hope that they may prove adaptable to installation on cars originally not fitted with them. By the provision of available oil-safeguarding devices, in conjunction with adequate intake heat supply and means for maintaining circulating water properly warm, it is often possible to double or even treble the safe useful service of a single charge of engine oil.

Question:—The brushes of the generator on my car wear out after 1200 miles of service. What is the cause of this and what the remedy?

WORST OVER.

Capetown-Stockholm
Tour.

Cables from Cairo have announced the arrival at that city on August 5 of the Chevrolet Expedition which is travelling from Capetown, South Africa, to Stockholm, Sweden, a ten thousand miles tour.

The arrival at Cairo is the culmination of a journey carried out over almost impassable country, where streams have been flooded, and tracks obliterated by torrential rains. Although never before has such an arduous trip been undertaken in light stock cars, Captain Lacey, leader of the Expedition, telegraphed from Cairo that the sedan and truck are both in excellent mechanical condition.

The journey was overland all the way, with no recourse to transit by either boat or rail.

sumed that there is a sufficient large number of motorists who are foolish enough to risk their own and their passengers' lives on inefficient old cars to justify any suggestion so drastic as the compulsory scrapping of perfectly sound vehicles when they have reached a certain age?"

SECRETS OF THE MORRIS MINOR

50 M.P.G. 55 M.P.H.

BEING PRODUCED IN TWO MODELS

Two important motoreng disclosures were made recently.

The first yields the details of the Morris Minor, more generally known as the Baby Morris which is to be sold at £125 and £135.

The other announces sensational cuts in the prices of Wolseley cars, also controlled by Mr. Morris. No less than £200 has been knocked off the price of the "Straight Eight" saloons hitherto sold at £760.

Secrets of the eagerly awaited Baby Morris cars—or Morris as they are officially termed—are revealed in the Morris price list for 1929.

The car is available in two models, a four-seater fabric saloon with four sliding windows and a four-seater tourer with rigid side-screens and all-weather equipment. In each case there is one door on each side. Both types are available in blue or brown.

The saloon model costs £135, and the tourer £10 less.

The four-cylinder engine is of nominal eight h.p. (tax £3) and has overhead valves and camshaft.

Its performance includes a speed of 55 m.p.h. and a petrol consumption of 50 m.p.g.

The car has wire wheels and the radiator is of the standard Morris type.

Pressure Lubrication.

Both models have seating room for four adults. The two front seats, adjustable and of the bucket type, are each 27 inches wide, and the back seat measures 33½ inches across.

Other details include pressure lubrication throughout, gravity feed from 5½ gallon petrol tank, three-speed gear box, four-wheel brakes, bumpers fore and aft, coil springs, and long semi-elliptical springs, as in a big car.

Equipment includes head, side and tail lamps, speedometer, electric horn, automatic windscreen wiper, driving mirror and radiator thermometer and spare wheel.

A feature of the price list that will doubtless occasion a good deal of comment is that the popular Morris-Cowley models which have had their prices progressively reduced for some years past are to be slightly dearer next year.

No Need to Sacrifice.

This is explained by the fact that in the past certain sacrifices in coachwork had to be made in the attainment of the lowest possible price. With the Morris Minors in the market this policy is no longer necessary, and the new Cowleys are greatly improved cars with better coachwork and finish, pressed-steel panel work, lowered chassis with improved springing, dipping headlights and bumpers fore and aft.

The full price list is as follows:

New Old

Morris Minor. Price Price

Saloon 125

Tourer 125

Morris-Cowley.

11.8 Saloon 100 £185

11.8 2-seater 100 £122 10

" Coupe 180 176

11.8 4-seater 176 170

Morris-Oxford.

14.28 Coupe 255 280

" Saloon 240 250

" 2-seater 200 210

" Fabric Saloon 255 272 10

" " Saloon de Luxe 215 225

10.40 Tourer 295

" Saloon 310

" Fabric Saloon 320

Morris Six.

17.7 Saloon 375 395

" Coupe 365 385

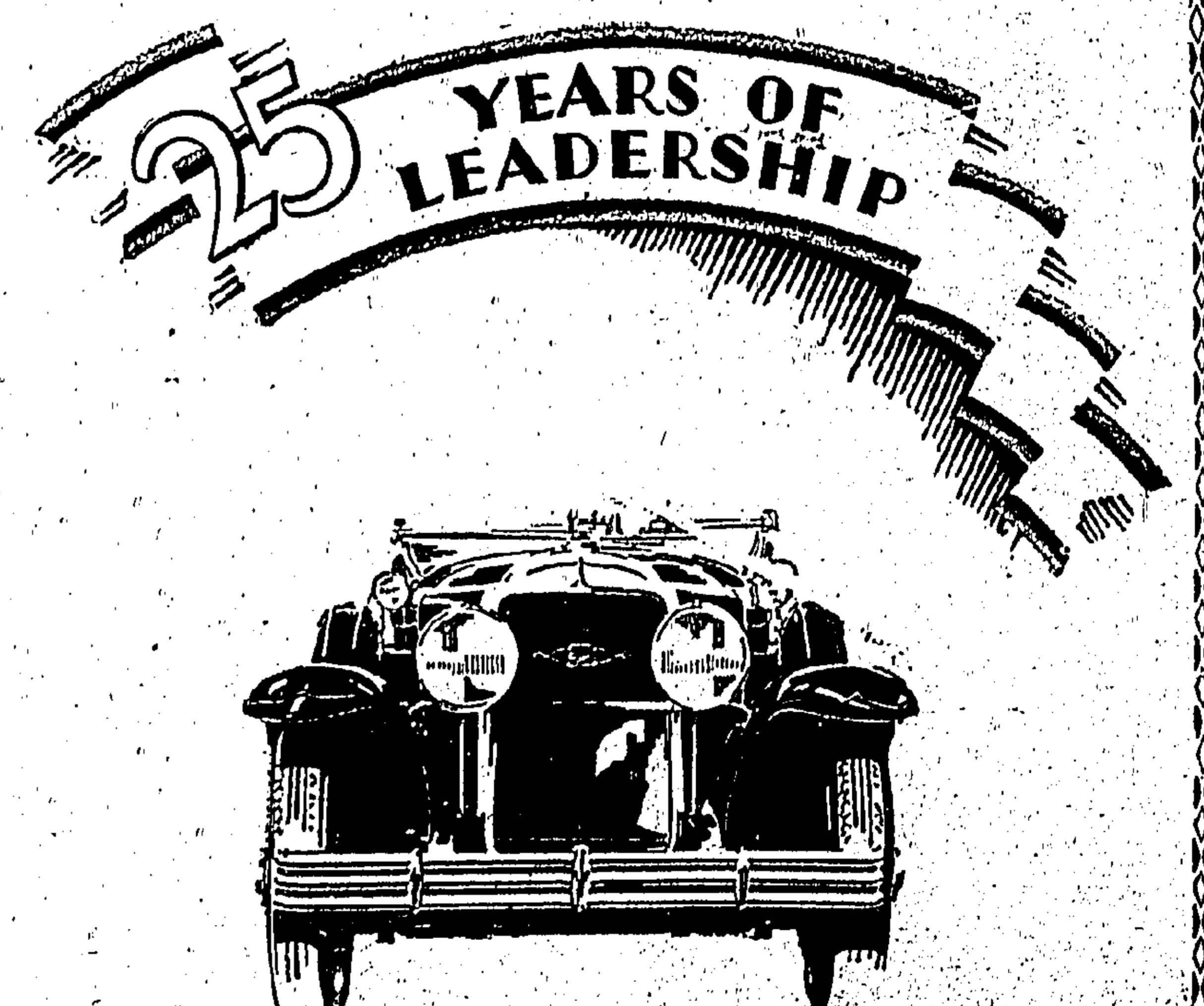
Apart from the Morris Minors, all models have dipping headlights as standard fittings, and closed cars have locks on the doors. Bumpers are standard on the whole range of cars.

SOME LAWS DO GOOD.

A report from the National Automobile Chamber of Commerce says that Detroit, through strict enforcement, has reduced its motor fatalities 27 per cent. for the first five months of the year.

FEW CARS IN RUSSIA.

Despite its size, Russia numbered only 21,000 automobiles within its borders last year. This is even less than the cars registered in Nevada, which has the lowest registration of all states.



It's Here!

THE Silver Anniversary Buick
is in our showrooms. Come as
our guests to-day, see Buick's new
body lines and colors and arrange
with us to drive the new car.

The Dragon Motor Car Co., Ltd.

Tel. phone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

CARLESS.

Bermuda Prohibits Them.

PEDESTRIANS' PARADISE.

If the island of Bermuda wanted a slogan it might choose from "The Pedestrians' Paradise" and "The Jay-Walkers' Playground."

Reason?

There is not a motor car on this island of the West Indies, and

Nash New "400" Series Important Features.

Three series. 16 enclosed models, 6 open models, 4 wheelbase lengths. Salon bodies.

Twin Ignition motor. Aircraft type spark plugs. High compression. Bonnaltite aluminum pistons. (Invar struts)

7-bearing crankshaft. (hollow crankpins) Houdaille and Lovejoy shock absorbers.

(exclusive Nash mounting) Torsion vibration damper. New double drop frame.

Bijur centralized chassis lubrication. (lubricates 21 vital parts by 1 stroke)

One piece Salon fenders. Clear vision front pillar posts. All exterior metalware chrome plated over nickel.

Shorter turning radius. Longer wheelbase.

Easier steering. Body rubber insulated from frame. Biflex-Nash bumpers and bumperteats.

FREE RIDE FOR PROSPECTIVE BUYERS

WONG SIU WOON

Sole Agent for SOUTH CHINA.

21, POTTING STREET.

Service Station 76 Des Voeux Road Central. Phone C. 644.



Twin Ignition.

GENERATOR

More power and greater speed.

Fuel Economy.

Faster Burning.

Thorough Combustion.

Uniform power impulses.

Higher compression with

Absence of spark knock.

All cars with spare tire & complete set of tools &c.

NASH STANDARD SIX:

Touring \$1,200

2-door Sedan 1,295

4-door Sedan 1,350

Cabriolet 1,385

NASH SPECIAL SIX:

Touring 1,450

2-door Sedan 1,495

4-door Sedan 1,625

Cabriolet 1,615

NASH ADVANCED SIX:

7-seater touring 1,750

7-seater 4-door Sedan 2,150

STOCKS CARRIED.

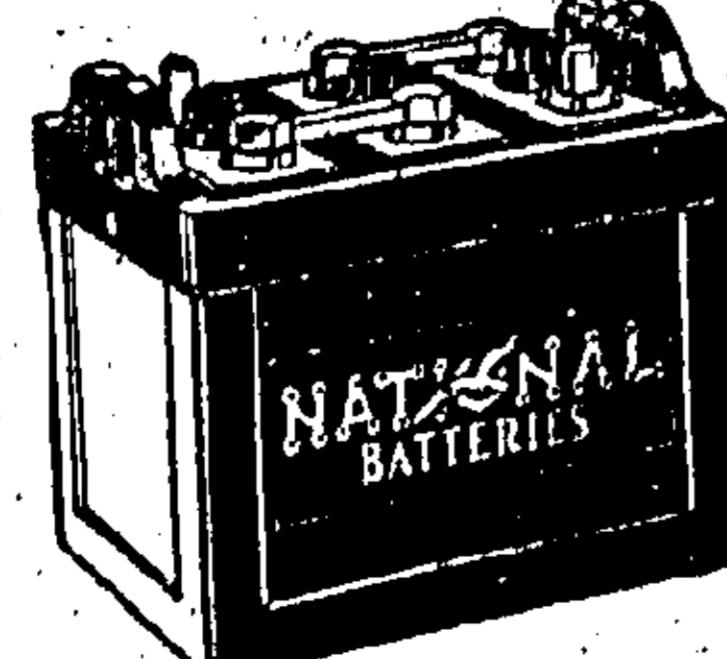
Prices for other models on application.

NATIONAL BATTERIES

give the biggest value at the most Reasonable PRICE!.

TYPE	CAR	PRICE
611RF	Auburn 4, Buick, Ford, Chrysler 4, Chevrolet, Whippet 4, Plymouth.	\$22.50
611SF	Chrysler 62, Essex, Jewett, Graham, Erskine, Whippet 6, Oldsmobile.	\$25.00
613RF	Buick, Studebaker Light & Std. 6, Gardner, Willys-Knight.	\$27.50
613SF	Auburn 8, Buick M. 6, Chandler, Hudson, Packard 6,	\$32.50
615RF	Chrysler 72 & 80, Studebaker Big & Spec. 6, Packard 8, Nash, La Salle, Cadillac.	\$40.00
127SF	Dodge before 1926, Graham Truck.	\$45.00

your next battery should be a NATIONAL.



BIG SHIPMENT ARRIVED.

Sole Agents:

A. LUNG & COMPANY
19, Queen's Road Central.
HONG KONG.

THE RETURN OF ARTHUR.

In His "Excalibur" Car.

[By Fred Gillett.]

So all day long the wheels of motors rolled
Along the Western Road from dawn till dusk,
From London to Land's End and back again.
The night closed in. The setting sun went west
Like a red tail-light on a car of gold,
And Dora closed the local village shops.
As in the days of yore, when curfews rang
The knell of parting day at 8 p.m.

It was at a wild and lonely spot on this particular road that a certain sports model might have been seen plodding its homeward way on this particular night. Its driver was Sir Bedivere, junior. Somewhere between Stonehenge and Tintagel—he is a little hazy as to the exact spot—he became aware that he was not alone on the road. Something was approaching from the west; something more brilliant and dazzling in the way of headlights than he had ever struck. A moment later he struck it, or else it struck him, and he lay for some moments among the floorboards of his ditched sports model.

When he came to himself he was aware of a gigantic and kindly figure, clad in a complete suit of rustproof plus-fours, standing above him, counting the seconds.

"One, two, three, four, five, six, seven, eight, nine, ten."

So you are counted out, as Mordred was.

In the last tournament at Lyonesse.

Fair sir, dost yield thee to my puissant car,

Or shall we joust again—a merry bout?"

"No, that's about enough," answered Sir Bedivere, junior, who was a good-natured fellow. "I'll put the mat—or what there is left of it. But what's the game, and who are you?"

The kingly figure proudly unrolled a large white banner, on which were written in large red letters the words "Arthur is here."

"That's all very well," said Sir B., junior, "but my insurance company will want a few more details. What's your name and address?"

"My name is Arthur—Arthur Uther's son,

And my address was once at Caerleon

And Camelot, but that is ancient history.

I went away. I said I would return.

And here I am. It's fourteen hundred years

Since I went west. This Lemp Year I've come back.

On a Ninth Wave—"

At this surprising intelligence Sir Bedivere, junior, reports that his hair stood on end, like a permanent ninth wave at a haircut exhibition, for he felt he was suffering from a bad attack of television or noctivisionitis. However, being a sport, he pulled himself together and said: "Well, Arthur, old man, glad to see you back, of course, and all that. And how are all the boys—Beaumains, Dagonet, Lancelet and all that lot at Camelot, what? And where have you been laying yourself up all this time?"

"I went," said Arthur, quoting Tennyson:

"To the island valley of Avilion

Where falls not hail, or rain, or any snow."

"So you've come here for a change," interrupted Sir B. "Well, you'll get it in this climate—hail, rain or snow."

"That was one reason why I went away,"

King Arthur answered, "but the main reason

Was that the Table Round was broken up

And all my knights of that great fellowship

Were dead or else dispersed. Knight-errantry

Had ceased to be the sport that once it was.

I waited till the time knight-errantry

Should be revived. I waited, as I say,

Some fourteen hundred years, until at last

With the perfecting of the motorcar

Knight-errantry is once more on the road

And men ride forth in quest of high adventure.

Courtesy is revived and chivalry,

And people once again make pilgrimage

To shrines and beauty spots, and on the road

Seek deeds of derring-do—"

"I don't know about the derring," put in Sir B., "but the do generally takes place at the garages." However, proceed. Your tale tall as it is, intrigues me. How did you get the car? It looks a very posh one!"

"My old friend Merlin by his magic arts

Assembled it out of some ancient suits

Of cast-off armour and a spear or two.

Its chassis is the best Excalibur.

Its body is upholstered in white samite.

And on its radiator, once my shield,

Observe the motto: "Dieu et mon Detroit!"

"And very nice too," said Sir B., "but to come down to brass tacks, what are you out for, Arthur?"

"You may well ask. I have not come for nothing.

I have a great idea that now's the time

To organise a brand-new brotherhood,

A kind of Order of the Table Round,

But more so. I would make all motorists

Join in a league of modern chivalry;

And every motorist should swear an oath

That he would never do a dirty deed

For three years and a day; would never say

He'd left his licence in his other coat

When he had let the fourteen days expire;

Would never brag about his m.p.h.

Or m.p.g., or tell his bosom friends

What—or how often—he got out of her.

Would never have his number-plate obscured;

Leave unattended more than twenty minutes

His car; or fail to pay a parking fee;

Or do, in short, any unknighthly deed,

Within the meaning of the Motor Act,

That might involve a blue-black inky stain

On the escutcheon of his snow-white licence.

"That," said the king, "is why I have returned.

The old order changeth, as the poet says.

And I would start a sort of Order of

The Table Round brought up to date. May I

Enrol you as a member? The subscription

Would be quite nominal—say, ten-and-six,

Including badge. I've got a brainy title—

A sort of ninth brain-wave—I thought of calling

This new concern The Order of the Road—"

At this point Sir Bedivere, junior, stopped the flow of Arthur's blank-verse enthusiasm. "I'm sorry, but I'm afraid, but your idea has been anticipated. You are about five minutes too late. It's of course a noble notion and all that, the sort of To-day's Great Thought that brings a gleam of sunshine into a foggy world and brings a smile to the face of the over-taxed motor owner who has just paid an extra twenty-five per cent. on his insurance premium. But, as I say, Arthur, you're too late in boasting this Round Table Order of the Road stunt. It's been done. We're already over-burdened. There are already a lot of orders—the R.A.C., the A.A., besides the Mustard Club and the Junior Turf Club."

Then Arthur took his seat behind the wheel,

And turned his car Excalibur about

And, with a sigh as deep and gurgulous

As a self-starter suffering from pain,

Os as a chara, honking to his mate,

Drove back to Avilion from whence he came

To wait another fourteen hundred years

Until the time—if ever—should be ripe.

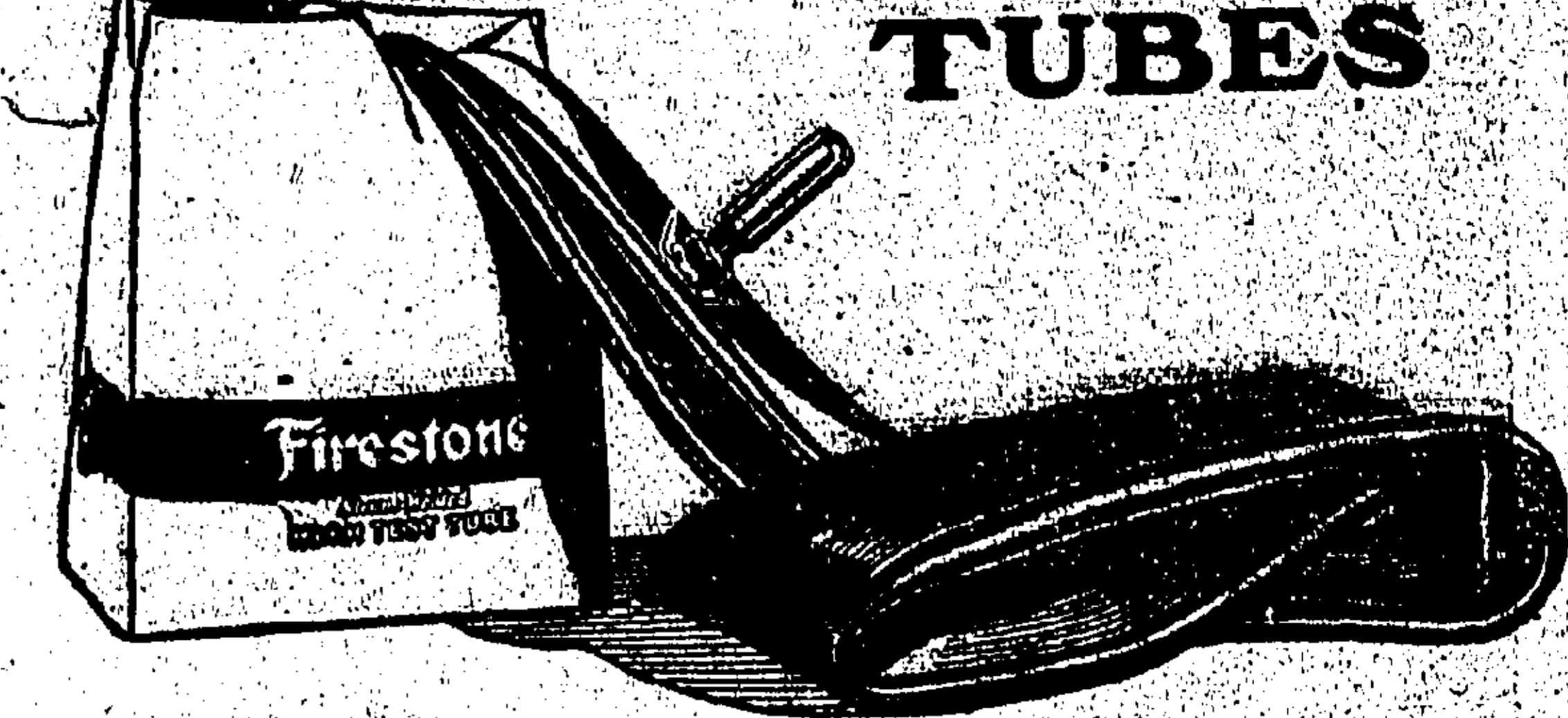
For starting a new order of the road.

Sir Bedivere sat up and rubbed his eyes

And said: "I fear they won't believe this tale

When I recount it at the Motor Club."—(Morris Owner).

STEAM-WELDED TUBES



Help Your Tyres Serve Longer

In Steam-Welded Tubes Firestone provides all the value made

possible by careful workmanship and materials of fine quality.

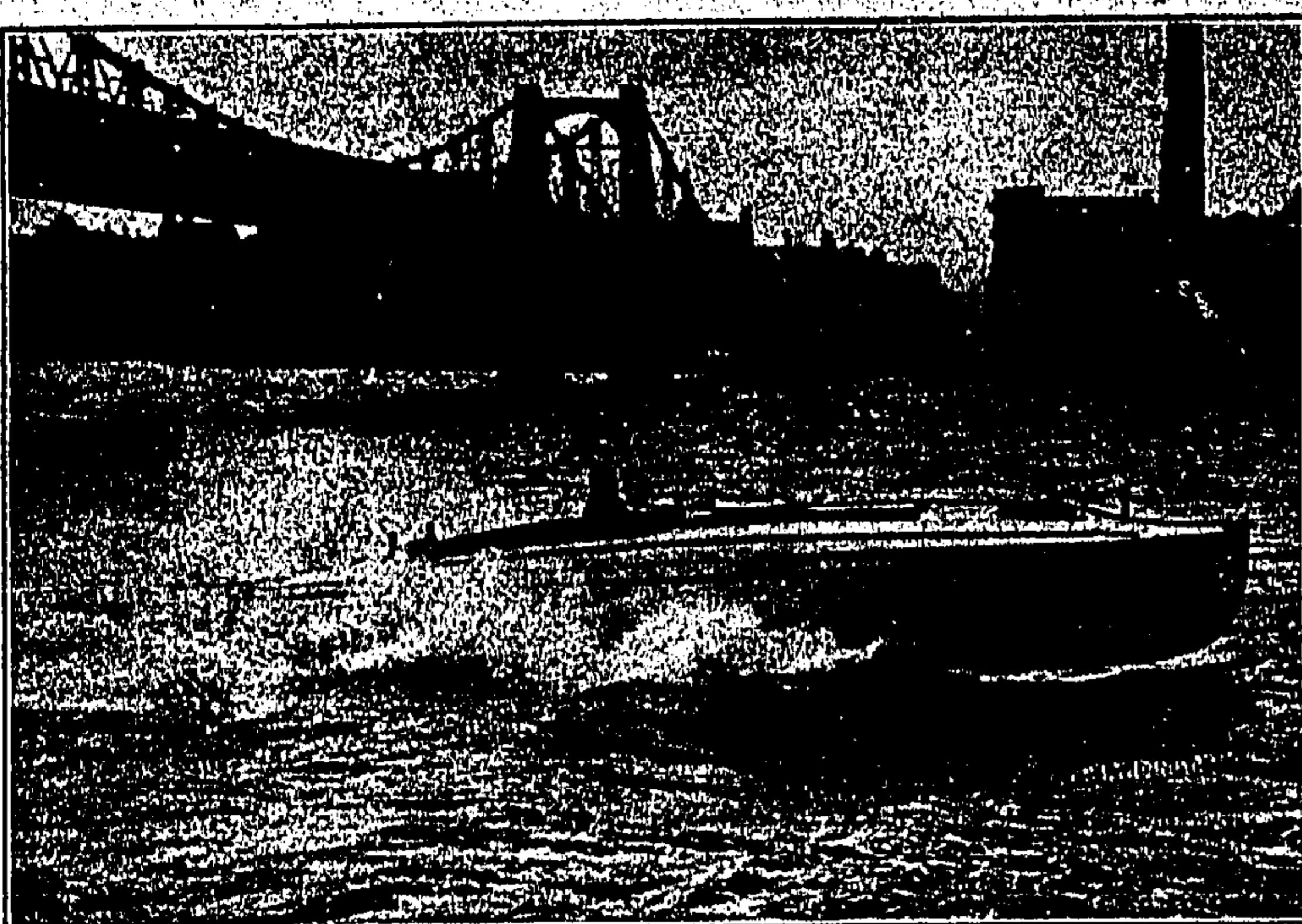
Moreover there is the special advantage of freedom from "slow

leaks," which are so ruinous to tyre covers. Steam-Welding makes

this possible by sealing the tube at the vital points, in live steam,

under

MOTOR BOATING FOR THE OWNER-DRIVER.



Motoring round the coast where you may cruise in peace among picturesque islands, or breath the flying spray on the coastal seas has joys and experiences of its own. Hero indeed is a pastime appealing to everyone with an instinctive love of the sea, readily accessible nowadays to most Owner-drivers, whose car experiences enables them quickly to feel "at home" at the wheel of a motor boat. The above picture is of a 28' Thornycroft motor boat capable of a speed of 25 knots. There are, of course, many different types better suited to longer cruising, where adequate cabin accommodation is provided. The local office of Messrs. John Thornycroft & Co., Ltd., will gladly supply information and advice to those seeking it.

MOTOR BOAT TAXIS.

Fast Passenger Craft at Home.

The motor boat is increasing in favour in England for coastal passenger trips. Plymouth, Torquay, Bournemouth, Shanklin, Ryde, Southsea, Brighton, Dover, Clacton, and Margate are amongst coastal towns where speedy passenger craft are to be seen operating.

A leading British daily paper recently contained an article concerning the possibilities of motor boat taxis on the Thames, a feature of Motor Boating which will doubtless be common before very long.

RECENT MOBIL-OIL SUCCESSES

BROOKLANDS

August 11th.
3 Firsts
2 Seconds
3 Thirds

NORTHERN CENTRE

A.C.U. SPEED TRIALS
August 6th.
30 Firsts
24 Seconds
11 Thirds

CRYSTAL PALACE

August 11th.
3 Firsts
2 Seconds
1 Third

TADCASTER M. C.
GRASS TRACK RACES

August 11th.
4 Firsts
2 Seconds
5 Thirds

THE UBIQUITOUS MOTOR BOAT.

Popularity of Motoring Afloat.

[By a Special Correspondent.]

Motor boating during the past twelve months has made amazing strides.

A short time ago, Motoring Afloat was looked upon either with complete indifference, superior tolerance, or active hostility. The general public were as a whole, totally ignorant not only of its capabilities and attractions, but even of what a motor boat looked like. The position has, however, undergone a complete change.

The aim of British Manufacturers of boats and engines has been to evolve a product which shall be the acme of perfection, giving the highest degree of service with a negligible risk of mechanical breakdown and assuring the utmost safety. That the manufacturers have succeeded in this ideal and that simplicity of operation, has come to be appreciated by all and is an added feature of modern British productions.

The popularity has spread also amongst the hardened yachtsmen as well as the uninformed, for the name "engine" is no longer the anathema which it was formerly considered to be, it being now installed as a useful adjunct to the line of yachts without detracting from its appearance, or in any way interfering with its primary use.

The Motor launch too, is now built in a variety of standard types, which are in any way suitable as yachts tenders, and in most cases permanent aling plates are fitted to facilitate lifting out by yachts davits.

Not only in Great Britain is Motor Boating enjoying well merited popularity, but in all parts of the world one finds that this sport and means of travel and transport is making a strong appeal.

It is a pleasing aspect of the position, that with the increasing demand for Motor craft, greater preference is being accorded to British engines and boats. This is not surprising when it is remembered that the sterling value of everything British is embodied.

NEW ANGLES.

Safety League's Views.

FINANCIAL RESPONSIBILITY.

"The license to operate a vehicle on a public road is a privilege, and not a right granted by the State."

This is the contention of the Civic League of Improvement of the U.S.A., which has been organised for greater public safety.

The league's platform seems to be to discover all the reasons why the privilege should be withdrawn.

It considers that the existing standards of examination of drivers are too superficial, and thinks that the State should be empowered to cancel the license of anyone who, for any reason, may be considered unfit to drive.

Amongst many demands which savour of slight fanaticism, the League is asking of American legislatures one sound enactment. That is: that all drivers deposit with the State in substantial form adequate proof of responsibility to meet all losses (such as a third party insurance policy); and that in lieu of this the license fee be increased to insure all victims or their dependents or heirs against loss.

Canada's Cars.

Canada has a motor vehicle registration of 339,478 passenger cars and trucks.

Don't close all the windows of a car. Signals are essential to motor safety.

OUTBOARD MOTORS.

Good Sport with Boat Racing.

Four members of the Sussex Motor Yacht Club, Captain Coates, Mr. T. Roness, Bardswick, Mr. Prestwich and Mr. W. H. Bedford, entered Roness Outboard Motors to represent England at the International Outboard Motor Boat Regatta, held at Potsdam, Germany, during June.

In England, The Welsh Harp, Hendon, a fine piece of inland water is forming the venue for regular well attended meetings for outboard engined boats.

A very fine meeting took place on May 12th when 78 of these attractive little speed craft were entered, the maximum speed obtained during the day being 29.2 M. P. H.

The Welsh Harp is providing excellent sport for the outboard craft for dwellers in London and Metropolitan districts, while provincially a large number of yacht clubs have in many cases their own outboard sections and attractive list of fixtures.

A MEMORY COURSE.

Ontario is said to be contemplating a law that will fine a motorist \$10 for walking away and leaving his car unattended or unoccupied, unless locked. For a second lapse of memory, the fine is \$25.

FRONT DRIVE.

Early Use Predicted.

[By Israel Klein.]

Although many American engineers believe that the disadvantages to the front wheel drive in automobiles far outweigh its advantages, Herbert Chase, New York automotive engineer, predicts its extensive adoption in this country within the next few years.

Chase ventured this opinion recently in a talk before the Society of Automotive Engineers at Quebec, and backed it up with a long array of facts. He balances the advantages against its proclaimed disadvantages, and is inclined to favour this type of drive against the present conventional form.

These advantages, according to this engineer, are:

"1—Relatively unencumbered space for a body of almost any desired design, floor height and dimensions.

"2—Elimination of a bulky and complicated rear axle.

"3—Possibility of improved riding qualities, including less pitching.

Safe From Skidding.

"4—Increased safety due to less skidding tendency and to ability to take turns at higher speed.

"5—Driving force always applied to the wheels in the direction of their motion.

"6—Elimination of a long propeller-shaft, and substitution of shafts having lower speed, and less tendency to vibrate.

"7—Possibility of proved traction under certain conditions.

"8—Possibility of great quietness and freedom from body rumble.

"9—Ability to provide front-wheel braking without carrying brake-drums and operating mechanism on wheels or axles.

Cheaper to Maintain.

"10—Lower upkeep costs due to greater accessibility and better lubrication.

"11—A less expensive rear-axle and a simplified frame-construction.

"12—Freedom from shimmy tendencies.

"13—A possible decrease in tyre wear due to lessened skidding tendency.

"14—Decrease in the total weight of the vehicle.

"15—Decreased side-sway.

"16—Decreased thrust on front-wheel bearings.

"17—Front axle and springs can be relieved of all braking torque.

"18—All springs can be relieved of driving torque reaction."

Fewer Disadvantages.

Against all these, Chase records the following disadvantages:

"1—Decreased traction under some conditions, notably in hill climbing and when accelerating.

"2—Possibility of greater injury to the driving mechanism in the event of collision.

"3—Difficulty of obtaining satisfactory weight-distribution, especially in trucks and motor-coaches.

"4—Increased over-all length, or an increased wheelbase for the same length of body.

"5—Increased complication in the driving mechanism.

"6—Decreased space for the radiator.

"7—Increased expenses of the front axle, or its equivalent, and the driving mechanism.

"8—Insufficient road clearance in front, considering the present small-diameter wheels.

"9—Difficulty of getting a quiet drive, especially with a bevel drive mounted on the frame.

"10—Possible slight decrease in mechanical efficiency.

"11—Harder steering due to increased load on the front axle and the steering pivots.

"12—Difficulty of obtaining an adequate steering-angle."

200 MILE RACE.

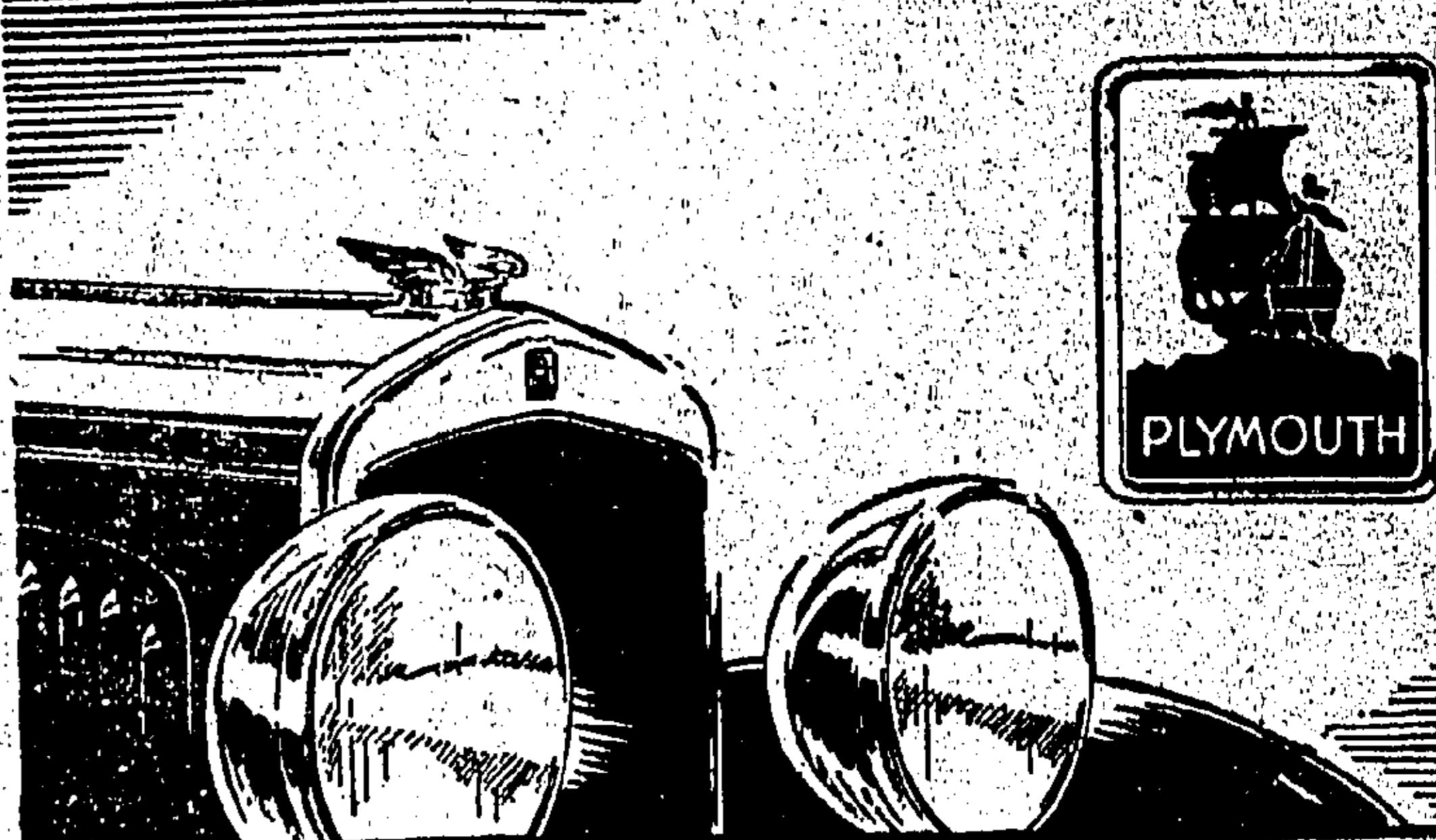
High Speeds on Track.

Some exciting racing was seen on the famous American racing track known as the Altoona Speedway, on August 19th, when, after leading continuously from the half way mark, Lou Meyer, recorded his second big win of the season by winning the 200 mile International Sweepstakes. His time for the race was 1:42.54, an average of 117 miles per hour.

McDonough, who led for the first hundred miles, finished second, his time being 1:43.43, and Cliff Woodbury, who took Fred Comer's place at the wheel of the latter's machine, owing to flying splinter shattering Comer's goggles, was third in 1:44.55.

Sixteen famous racing motorists competed, but only seven finished the course. It is interesting to note that the first three winners used Firestone tyres.

NEW CHRYSLER PLYMOUTH



A New Car... A New Car Style... A New Zenith of Low Priced Car Luxury and Performance

With the new Plymouth, Chrysler is first to give, at so low a price, the advantages of internal hydraulic 4-wheel brakes to know the confidence of the fastest and safest deceleration you have ever experienced.

And above all, you must see its beautiful lines and finish, and stretch at ease in its deep upholstered, full adult-size bodies, to comprehend how completely the Plymouth surpasses cars in the low-priced field.

Please see and ride in the Plymouth. We believe you will discover there has never been a car anywhere near its price that can approach the Plymouth for power, pick-up, smoothness, easy handling, safety, quietness and roominess—not that can equal it in beauty and style.

A. LUNG & CO.
19, Queen's Road, C.

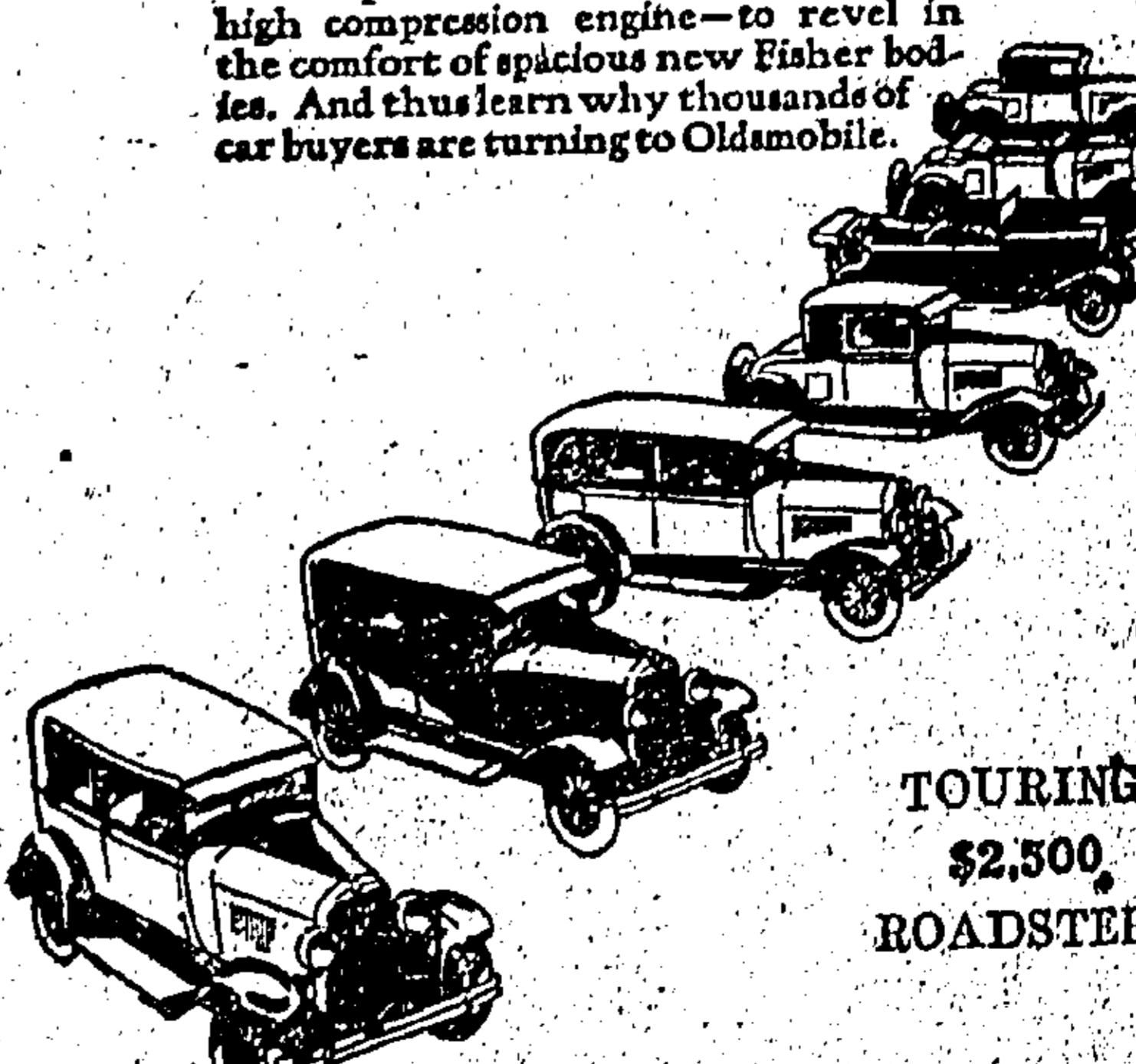
Tel. C. 1119.

NEW CREATIONS by ARTIST-ENGINEERS

This new Oldsmobile is motordom's good news for 1928. It reveals new and sophisticated elements of style. It embodies new engineering features. It typifies the whole new spirit of the times—because it reflects the master touch of artist-engineers.

Though you may have formed the highest opinion of its beauty... and its performance—we urge you to come in for a personal inspection.

We want you to experience the silent, smooth performance of the new 55 h. p. high compression engine—to revel in the comfort of spacious new Fisher bodies. And thus learn why thousands of car buyers are turning to Oldsmobile.



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THE FINE CAR OF LOW PRICE

PICTURESQUE SCENE AT YESTERDAY'S BIG WEDDING.



The above pictures show the Master of Nauier and his bride being drawn in a motor-car from the Cathedral to the Murray Barracks Mess after the wedding yesterday afternoon. The car was preceded by the full Pipe Band of the K.O.S.B., shown on the right. (Photos: Leo Cheung).

MUKDEN AND THE NATIONALISTS.

WELCOME FOR GENERAL PEI CHUNG-HSI.

Shanghai, Sept. 23. The people of Mukden are organising a big reception in honour of the arrival of General Pei Chung-hsi, the Nationalist leader, who was expected there some time last night.

He is being accompanied by General Yang Yu-ting, Chief-of-Staff of the Fengtien Armies.

WHIST DRIVES.

TWO SUCCESSFUL KOWLOON FUNCTIONS.

The usual fortnightly whist drive was held at the Kowloon Bowling Green Clubhouse last night, and proved a most successful function. The results were: Ladies—1st, Mrs. Nish (130); 2nd, Mrs. J. C. Brown (116); hidden number, Mrs. Macfarlane (97); booby, Mrs. W. Anderson.

Gentlemen—1st, Mr. Young-husband (122); 2nd, Mr. P. T. Farrell (117); hidden number, Mr. Sturgeon (95); booby, Mr. Cuthill.

FOR M.C.L. FUNDS.

Given by the Kowloon Dock Reconstruction Club on behalf of the Kowloon branch of the M.C.L., the whist drive held at the Dock Canteen last Saturday resulted in a sum of \$115 being raised. The winners were:

Ladies—1st, Mrs. Craig (160); 2nd, Mrs. Provan (148); 3rd, Mrs. J. C. Brown (144); booby, Mrs. T. Ferguson (114).

Gentlemen—1st, Mr. Calman (148); 2nd, Mr. C. Atkinson (147); 3rd, Mr. W. Macfarlane (143); booby, Mr. S. Gray (113).

The winner of the shawl was Mrs. Nish, with ticket No. 74.

Yesterday's return of notifiable diseases states that there were three cases of diphtheria and one of puerperal fever. All were Chinese.

A Chinese, who was arrested last night at the Macao Wharf, was charged this morning before Major C. Wilson with possession of a revolver. The police informed the Magistrate that the defendant was a Chinese immigrant returning to his country from Cuba. His Worship was also told that the revolver was broken up and concealed in various parts of the man's luggage. A fine of \$250, or three months' imprisonment, was imposed.

LETTERS FROM HONGKONG.

(Continued from Page 8.)

A little of its language; I have sympathised with the people in their grievances against the Government, and with the Government for the suipineness of the people; I have tasted new foods and drunk old drinks;—encountered smells, both ancient and very modern; I have seen "junks" slipping slowly over the warm opal water. On the whole it has not been a bad time. I can look back on pleasures as well as some disappointments.

And for the future, I say farewell to griffindom. With one foot on the brass rail (metaphorically speaking) one elbow on the mahogany counter, the other slightly raised in a form of salute, I take my leave of you in a comely phrase. *Abi, vitor.*

It has been said before, of course. Even the best journalists are seldom original. Perhaps I should be putting it more delicately, more succinctly, more in keeping with the spirit of the hour, were I to say, quite simply, *Cheerio!*

ZIM.

KIDNAPPED MAN ESCAPES.

RETURNS TO HONGKONG WOUNDED.

In regard to a previous report, that a villager of the Shinghsui district of the New Territories, who was kidnapped by robbers some time ago and taken into Chinese territory, had escaped from his captors, official confirmation is to hand, which states that the man has returned to his home.

The man says he was taken by the kidnappers to Shawan, in Chinese territory, but after some day spent in captivity, he decided to make a desperate bid for freedom. Whilst running away he was pursued and fired upon, but succeeded in out-distancing the robbers and making his escape, despite the fact that he was hit and wounded in the hand.

He returned to his home at Shinghsui, where the local Police Station was informed of his arrival. After furnishing the police with particulars of his detention and escape, he was sent to hospital.

YANGTSZE BANDITS.

NOW BEING DISPERSED BY MILITARY.

The bandits in the Wushan district are now being dispersed by the military, and appear to be moving inland away from the river. They are estimated to number about 1,000 strong.

This will no doubt stop the firing on British steamers which has become commonplace in the last few weeks. Each attack has been carried out from the Wushan district.

BRITISH SUMMER'S SUNNY HOURS.

HIGHEST TOTAL FOR SEVENTEEN YEARS.

London's August sunshine exceeded 200 hours, and this, with 211 hours in June and 201 hours in July, gives a total of more than 700 hours for the summer.

This is the largest record for 17 years, and in no other year since 1911 has each month from June to August provided 200 sunny hours. Last year the three months yielded only 460 hours between them.

Though August rainfall is almost exactly normal in London the month has been extremely wet in many parts of the country. At Eskdalemuir (Dumfries) nearly 9½ in. of rain has been registered, and the total since January 1, there exceeds the average for the whole year.

Douglas (Isle of Man) reports over 6 in. during the month, compared with 5½ in. in the dismal August of last year.

ACTRESS'S BATHING COSTUME BANNED.

WHITE OFFENDS, BUT YELLOW DOES NOT.

Miss Winnie Wager, the actress, had a disconcerting surprise when, with her husband, Mr. Henry Claff, and Miss Victoria Carmen, she went to the Wallace municipal baths.

She had donned a thick white wollen bodice and thick red knickers, with skirt, and was about to enter the water, when the attendant approached, saying she would not be allowed to bathe with a white-topped costume.

"The attitude adopted by the officials was petty and childish," she said, when interviewed later.

"I have never heard anything like it. There is nothing indecent about my costume, and the officials agreed. It seems that if the bodice had been yellow it would have been all right. There were people bathing with costumes of similar style, but in colours."

TESTS FOR THE CITY POLICE.

HOW THE HIGH STANDARD IS MAINTAINED.

The City of London Police, according to the annual report of the Commissioner, at the end of last year numbered 1,116, of whom 1,098 were available for public and 18 for private service.

The high standard expected of the Force, it is recorded, may be gauged from the fact that of 11,501 applicants for admission 4,120 abandoned their applicants, 7,003 were found to be unsuitable owing to age, height, physique, &c., while of the 378 who attended for medical examination 206 were found to be unfit for educational and other reasons, leaving 118 physically, educationally, and otherwise fit for appointment.

The number of applicants for admission—9,401—it is stated, was abnormal.

The total number of persons apprehended by the Force during 1927 was 1,270, against 1,290 in 1926.

At the beginning of 1927 there were 328 aliens registered with police as residing in the City of London. During the year 187 reported their arrival and 260 departed. At the end of the year was the number on the register was 265. Russians accounted for 98 of this total, Italians 66, and Dutch 28.

HAKUHO MARU'S THANKS.

MESSAGE TO LOCAL NAVAL AUTHORITIES.

The following message has been received by the naval authorities in Hongkong from the owners of the Japanese steamer a.s. Hakuho Maru:

"Will you kindly accept our appreciation of your kind arrangements? The Hakuho Maru has now left the rock and taken shelter at Cochin Bay to await the arrival of the salvo for temporary repairs."

It will be recalled that when the steamer sent out an "S.O.S." that she was sinking. H.M.S. Thracian was despatched to the spot, but turned back on receiving a message from the ship that she was safe.

LONDON'S AUGUST SUNSHINE EXCEEDED 200 HOURS.

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NON-STOP TRAINS DISCONTINUED.

CHANGE IN POLICY DURING WINTER MONTHS.

The London, Midland and Scottish Railway announce that, commencing on Monday, September 24th, their non-stop Royal Scot expresses will call to pick up, or set down, passengers at Rugby, Crewe, and Carlisle.

This constitutes a change of policy, to a certain extent, in regard to these trains. The Sunday Royal Scot expresses are to be discontinued.

An official of the L.M.S. stated to a Press representative: "In the winter it is not considered that the traffic is sufficient to warrant non-stop runs, and consequently until next summer all the trains will stop at Carlisle, and also at Crewe and Rugby. The only reason is that it is more profitable to stop the expresses at these points to pick up passengers. Only in the summer is the amount of traffic sufficient to warrant the non-stop runs. Until September of last year all trains stopped at Crewe, Rugby, and Carlisle, and this will be the policy in the winter in future."

An official of the London and North-Eastern Railway Company, in reply to an inquiry, stated that it had not been decided whether the Flying Scotsman, which at present runs from King's Cross to Edinburgh non-stop, a distance of 392 miles, will break its journey at intermediate stations in the winter. A decision is expected shortly.

THE SAFEGUARDING ISSUE.

PARTY VIEW OF MR. BALDWIN'S SPEECH.

London, Sept. 28. Although in his speech last night the Prime Minister made no specific reference to the demand of the Conservative Conference yesterday for the safeguarding of the iron and steel industries, it was stated today by the Chairman of the Conservative Party organisation that Mr. Baldwin's words, in declaring that no industry would be debarred from taking its ease and proving it, if it could, before an appropriate tribunal, naturally covered those industries.—*British Wireless*.



"Little Elbert is mechanically inclined; would you mind explaining to him all about how an airship is made and what you know about flying?"

The Very Idea!

A twentieth century "Comedy of Errors," with only one pair of twins, was recently enacted in the Federal Court at Columbus (Ohio). And one pair in plenty, declares the Judge, Mr. Benson W. Hough, who is trying to solve the puzzle. Clark and Mark O'Connor were arrested on drug charges. They pleaded guilty. One had already been in jail for 30 days awaiting trial and the other 60 days. So the Judge sentenced the former to 60 days and the latter 30 days, just to balance things. Then somebody, Court frequenters do not know who, told the Judge that he had got it the wrong way round and one lad was about to get 120 days and the other 60. So the Judge had the Court records erased and the sentence altered. Then the sister of the twins came to Court and said it was still twisted, that the Judge had it right the first time. Now Clarke, or maybe it's Mark, is to be released because of a status which prohibits the lengthening of a sentence. And Mark, or perhaps it's Clark, will probably be freed because it would not be fair to keep him in jail and let the other go.

Wife at Willesden: It was just a friendly quarrel, and the police干涉ed; so, of course, my husband hit him.

Luton magistrate: What does he mean by "one over the eight?"

Notts defendant: I admit I swore, but it was under great excavation.

Defendant at Derby: I was slightly elevated. I had been selling lavender and it got me drunk. Walsallstone applicant: My next-door neighbour, who lives four doors away, heard it all.

A motoring party stopped at a lonely Scottish farm and asked if they could have a drink of milk. The farmer's wife agreed but added—"Ane o' ye will ha'e drink oot o' bowl."

When the milk arrived a pig came into the kitchen and showed a particular interest in one of the motorists.

"Your pig seems to know me," he remarked to the farmer's wife. "Na, na," she replied; "It's no' you he kens, it's the bowl."

"I want to be plain Mr. Tunney." Mr. Tunney: "Has made a pile of money. By wiping floors with gentle men."

Who knew exactly when they had had enough of the rough stuff?

The result: Was the immediate creation of a Tunney Admiration Cult.

Which regards Gone (and his "wad"):

"As a species of demigod—So much so that Mr. Tunney is bored to tears; He is fed up with cheers; Adulation leaves him cold; He hates the sight of gold teeth displayed in an ingratiating smile."

For a while He wants to be what he used to be When he was a boxing "bunny"

"Plain Mr. Tunney!"

A Birmingham brewery has been involved in a loss of beer valued at about £1,000 through a mishap to a cat. The animal was found drowned in a vat containing over seven thousand gallons of beer, which was ready to be casked. The beer was thrown down the sewer. Excise representatives witnessed its disposal, thus enabling the company to reclaim the duty paid of four pounds on each of two hundred barrels.

A man went into the country one Sunday for a walk. He carried his overcoat on his arm, but finding it burdensome he hung it on a fence. Taking a card from his pocket, he wrote: "Do not touch this coat; it is infected with smallpox." He came back two hours later, and found the card only upon which was written, underneath his warning—"Thanks for the coat; I've had the smallpox."

The health bulletin of Eastern ports for the week ended Saturday last issued by the Director of Medical and Sanitary Services, gives the following cases, the figures in parentheses indicating deaths: Plague: Tamatave 3 (1), Besen (1), Rangoon (4), Tunglao (6), Bagdad 3 (2), Ipoh 2 (2); Cholera: Calcutta (1), Madras (6), Nagapattinam (1), Tucotac (1), Dairen 3 (1); Small-pox: Bombay 3 (2), Calcutta 1 (1), Madras 10 (6), Nagapattinam 13 (3); Pondicherry 5 (6), Singapore 1, Batavia 1, Pontianak 1, Samarinda 1, Sourabaya 1, Phnom Penh 4 (4), Sylagon 1, Dairen 1, Bagdad 12 (7).

You are invited

To inspect our new premises at 10, Ice House Street, where the Latest Goods for Gentlemen's Wear are now being displayed. You will we know, agree with us, that we have now the most up-to-date premises and just the atmosphere that men like.

We allow 10% Discount for Cash.

You can shop under Ideal conditions at

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SPECIALISTS IN GENTLEMEN'S WEAR
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HOUSE AND ESTATE AGENTS. PROPERTY BROKERS.

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LOVE AND HAPPINESS ARE THE REWARDS OF BEAUTY.

Be fair to yourself—win love and happiness by making the most of the charm you have. "Dermoline" will help you look your very loveliest. Dermoline lotion takes away unsightly spots.

Dermoline ointment softens the skin.

Obtainable from all high class Chemists and Stores or direct from

THE CHINA DISPENSARY.

Use **PURICO**
THE UNEXCELED COOKING FAT

Obtainable at
ALL GROCERS & STOREKEEPERS.

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18, Connaught Road, Telephone C. 5120.

GET IT AT THE QUEEN'S DISPENSARY

Fresh stocks constantly arriving.
22, Des-Voeux Road, Central.
Tel. C 492.



WOMAN'S WORLD



There's a better selection
At
LANE, CRAWFORD'S
LADIES' SALON



On the left is pictured a white silk sports frock over which is worn a fascinating coat of printed linen. At the right is seen a printed silk frock with a double flounce of box pleats on the skirt, while the centre model wears a printed frock with an unusual neckline. It consists of a double row of pleating on either side of the V making a diagonal line across the front.

TABLE APPOINTMENTS.

THE NEW SCARVES.

IDEAS FROM A FRENCH WOMAN'S DINNER TABLE.

French table linen in well-appointed houses is of the finest. Madame covers her table with exquisite linen, adorned with real lace and good embroidery, and her serviettes are in sets to match the cloths.

Fine linen of white and a colour in a pastel shade is exceedingly pretty when the plain centre is surrounded by a border of pale rose du Barry or bird's-egg blue, cut out into trails of flowers and foliage, the uneven line of which is appliqued to the white foundation.

Borders in stripes of various pale colours are also a note of the present. Sometimes there are broad and narrow lines matching only on opposite sides, which cross at the corners like an elaborate tartan pattern. Others are covered with a gay all-over printed design enclosed in a border of the predominating colour.

A sheer white linen cloth with a crocheted edging of coloured lace to match the tint of the pattern on the dinner or tea service is an up-to-date idea.

The newest serviettes are like handkerchief squares, not more than ten to twelve inches wide, and always close replicas of the cloth they accompany.

An essentially French custom is that of having embroidered linen envelopes for serviettes instead of napkin rings in the family circle.

Black Bordered China.

The Frenchwoman is adding colour to her table at the moment by using tinted glass of the palest pastel tones. Grey, lilac, sea-blue, and the softest amber wine-glasses and wine-carafes to match have a wonderfully decorative value, and a soap-bubble iridescence is lovely. Glass trays of the same colours are used for the cocktail and liqueur glasses.

Smart china services just now are perfectly plain, and covered with parchment-coloured glaze, with a narrow black border. Sometimes a simply designed monogram, also in black, appears in the centre of the plates.

Amusing condiment sets in the form of realistic animal models of cut-glass with silver heads are a popular feature.

An "Unknown Quantity."

Another "unknown quantity" one sometimes finds by one's place in France is a little glass wedge. This is to push under the plate when melted butter or some other delectable sauce is served, to prevent it spreading over the plate. A useful hint when asparagus is on the menu.

The French use paper serviettes and tray-cloths to a much greater extent than do the English. In many cases the "petit dejeuner"



Easy to wear, charming to look at, this tea-gown is de-veloped in petunia coloured chiffon lame, bound with rather broad gold galon.

QUAINT JEWELLERY.

FAVOURITED BY PARIS DRESS DESIGNERS.

The couturiers are responsible for some weird and oddly-attractive designs in jewellery. One French designer shows necklaces of strange flat flowers of onyx and mother-of-pearl set in dull silver chains.

Another designer has some original necklaces composed of hoops of semi-precious stones, set in silver, threaded together. For day wear the same sort of thing is carried out in jade, amber and coral. He is still in favour of massive antique armlets, studded with stones as large as plums. With these he shows matching choker necklaces of several strands. Also were noticed some attractive chains composed of alternating links of twisted silver pearls.

Yet another designer's necklaces are almost like a child's in their simplicity. She uses small red, green and white glass beads. Occasionally she introduces a few touches of dull gold. Another successful design of hers is flat circles of gold, joined together with links of scarlet bone.

A fourth designer seems to be very partial to gold and silver accessories, and even shows them with his evening frocks. A favourite necklace of his is composed of oval discs of white gold. These are shown in a variety of lengths and there are expanding bracelets to match. He has designed some pretty little necklets of silver links with bright glass bead fringes, set in silver, falling in front. Long chains of quaintly glass discs of gold are weighted with flat pendants of onyx and jade.



For the matron—the new beret in softly draped black satin worn with a short black veil. Two black satin bands encircle the high swathed collar of the gown and are finished in front with pearl buckles.

THE ICE "MUFF."

CAUSES A SENSATION.

A lady in violet chiffon created quite a ripple in a smart London restaurant recently. Though London was scorching hot as never before, the lady in violet entered the restaurant with a muff of violet chiffon banded in soft grey fur. What's more, the lady had her hands in the muff.

The ripple was no less, though of a different sort, when the lady gave the "muff" to a waiter to refill with ice, there being a diminutive ice box within the chiffon and fur.

Some people will laugh at the different as much as at the nonsensical. They laughed tremendously at the first umbrella, the first pin, the first needle, the first auto and aeroplane and sewing machine, and not long ago laughed at some "queer people who ate these new-fangled things called grapefruit."

Some day, though, the ice "muff" for hot days may be as essential a bit of the wardrobe as coats in winter.

The Peacock Shawl.

A beautiful wrap which makes a striking accompaniment to an evening gown is made from Indian embroidery in gold thread on a background of stiff white satin. One of the most effective designs shows a peacock in gold thread with the spreading tail embroidered in various shades and sewn with small sequins.

"BE NATURAL."

BEAUTIFYING THE LIPS.

The right lip-colouring is quite different now from last year's fashionable shades," a well-known Dover-street beauty specialist said.

This Year's New Shades.

Last year the colour was bright almost to garishness. This year, it is less obvious, and the colours are chosen for their natural appearance. I have six new lipsticks for day use, to tone with various grades of natural colouring. It is necessary, of course, to have a different lipstick for the evening, of a lighter and brighter hue than that used out of doors. Here again the new colours are distinct from last year's mode, when a yellow-tinged red was fashionable. Now, owing to the decided preference for green evening frocks, this has given place to a pure, clear vermilion, which is made up in light shades for fair women and darker shades for brunettes.

A Lesson in Using Lip-Colour.

"Having settled that important matter, the choice of a day and an evening lipstick, I give my clients a little lesson in applying it. As a certain percentage of grease is an inevitable binding ingredient in lipstick or lip salve, it is often impossible to retain the lip-colouring when eating and drinking. Both alcohol and grease remove the lipstick.

"The use of a new, indelible pencil as a foundation of lip make-up, obviates this difficulty, making it unnecessary to use the lipstick at table. Take the pencil, moisten it gently, and outline the shape of the mouth, which should be in its natural position.

Don't Exaggerate Cupid's Bow.

"Don't let this shape be artificial. An exaggerated Cupid's bow is ludicrously reminiscent of a circus clown. If the natural line of the upper lip is very flat you may give it a scoop or a lift. If either lip tends to be too thick, make the outline almost, but not quite, as full as the natural one. If the mouth is too wide, extend the line to right and left of the centre, so that it is only about half the natural width of the mouth. There are two shades of this pencil, one for blondes and another for brunettes, either evolved to make a good colour basis for any of the new lipsticks.

Avoiding Harsh Lines.

"Now apply the lipstick or lip salve never going beyond the outline you have already made with the pencil. Then with the finger spread the colour to give a completely natural effect. The hard, definite line of lipstick used by some women gives a severe and shrewish look to the face and is most inartistic. Spread the cosmetic inside the lips and bring it very sparingly, right up to the corners of the mouth. If the corners of the mouth remain uncoloured they are apt to look purplish.

When to Use Powder.

"It should be unnecessary to spoil the contours of the mouth by applying face powder afterwards. Powder first, and be sure to attend to the little crevices at either side of the mouth. Especially in the case of older women this is apt to be unpleasantly dark and requires careful powdering.

To Ope Woman in a Hundred.

"To the one woman in a hundred whose natural lip-colour is good and who has a well-shaped mouth, my advice is: Don't use lipstick! But of everyone else fashion demands a little artificial enhancement. I still have some Victorian clients who refuse to fall in with this custom, which ten years ago would have been considered vulgar. But I sometimes manage, all unnoticed, to rouge their lips a little—and then they wonder why their looks have suddenly improved.

Touches That Enhance Beauty.

"When using the red indelible pencil for the lips, do not forget that a few little touches elsewhere also contribute to an attractive make-up. A point at each of the four corners of the eyes gives size and brilliancy; a touch just inside the nostrils is also very pleasing; a little can be used on the jobe of the ear."



This little dress is materialised in caramel coloured crepe satin, draped to the left side, finished at neck with a nipped-in waist and at wrists with crocheted cuffs fastening with fancy buttons.

THIS WEEK'S RECIPE.

CORNISH TRIFLE.

Line the bottom of a pie-dish with sponge cake and over this pour sufficient jelly, flavoured with a squeeze of lemon, to cover to a depth of several inches. When set, break this up in rough lumps and pile high in a glass dish, scattering on it some ripe strawberries, raspberries, cherries, or any suitable fruit.

Pour a good thick custard over all and garnish with small spoonfuls of raspberry jam or red currant jelly placed on the outstanding points of jelly, topping all with generous dabs of clotted cream.

A HARD-SAYING.

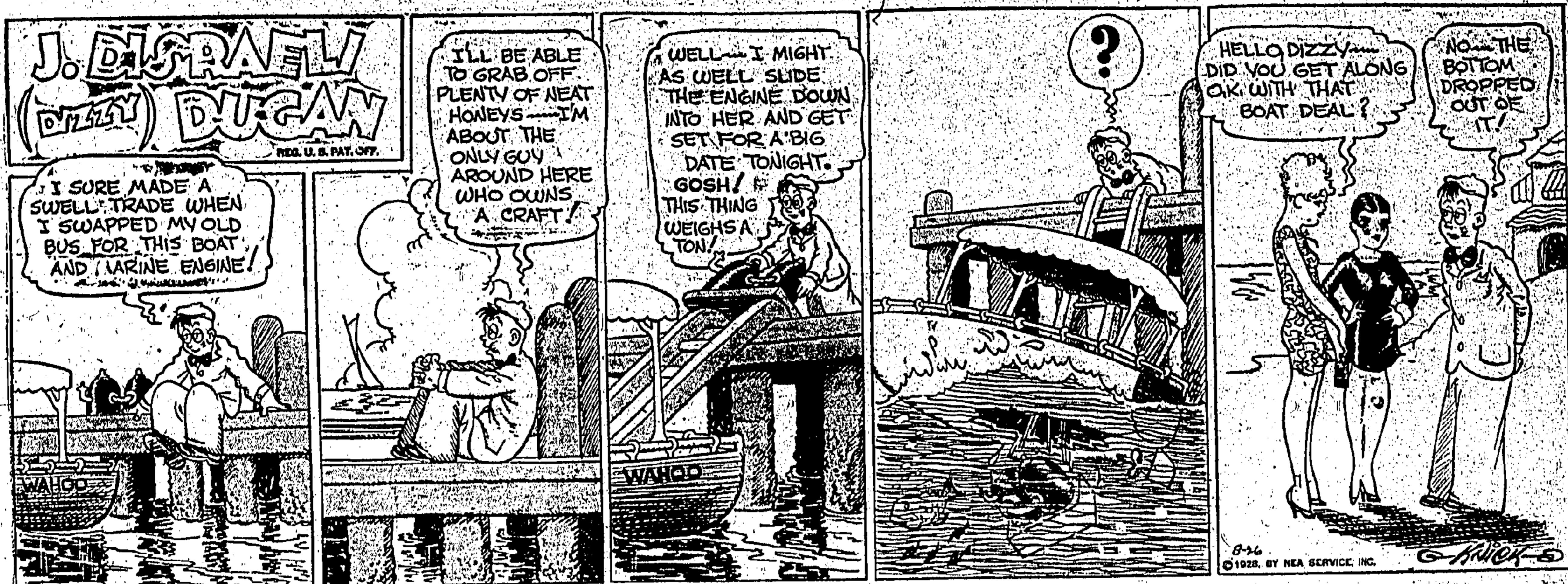
"Virtue is its own reward"; You think that a shame, When sharp practice and selfishness May bring you wealth and fame.

"Virtue is its own reward" Doesn't mean that if you're good You'll never get the luck or fun Or nice times that you should. You may get them or you may not, But of one certainty, You are certain; it is that of Your own sincerity.

Thelma Coombs.



Doris Dawson, screen star, sought by Hollywood producers as having the best figure. In the cinema village, doesn't diet to preserve those slender lines. She tried it for a while but abandoned the idea. Doris has been in Hollywood two years.



SALESMAN SAM

By Small



WHITEWAVES FOR STANDARD VALUES

THE CANARY MURDER CASE

By S. S. VAN DINE, AUTHOR OF THE BENSON MURDER CASE

CHARACTERS

PHIL VANCE
JOHN F. X. MARKHAM, District Attorney of New York County
MARGARET ODELL ("THE CANARY")
CHARLES CLEAVER, a man-about-town
KENNETH SPOTSWOOD, a manufacturer
LOUIS MANNIX, an import DR. AMBROISE LINDQUIST, a fashionable neurologist
TONY SKEEEL, a professional burglar
WILLIAM ELMER JESSUP, telephone operator
HARRY SPIVELY, telephone operator
ERNEST HEATH, Sergeant of the Homicide Bureau

CHAPTER LI

Less than half an hour later we again entered the main hall of the little apartment building in 73rd street. Spivey, as usual, was on duty at the switchboard. Just inside the public reception-room the officer on guard reclined in an easy chair, a cigar in his mouth. On seeing the district attorney, he rose with forced alacrity.

"When you going to open things up, Mr. Markham?" he asked. "This rest-cure is ruinin' my health."

"Very soon, I hope, officer," Markham told him. "Any more visitors?"

"Nobody, sir." The man stifled a yawn. "Let's have your key to the apartment.—Have you been inside?"

"No, sir. Orders were to stay out here."

We passed into the dead girl's living-room. The shades were still up, and the sunlight of midday was pouring in. Nothing apparently had been touched; not even the overturned chairs had been righted. Markham went to the window and stood, his hands behind him, surveying the scene despondently. He was labouring under a growing uncertainty, and he watched Vance with a cynical amusement which was far from spontaneous.

Vance, after lighting a cigarette, proceeded to inspect the two rooms, letting his eyes rest searchingly on the various disordered objects. Presently he went into the bathroom and remained several minutes. When he came out he carried a towel with several dark smudges on it.

"This is what Skeel used to erase his finger-prints," he said, tossing the towel on the bed.

"Marvelous!" Markham rallied him. "That, of course, convicts Spotswood."

"Tut, tut! But it helps substantiate my theory of the crime." He walked to the dressing-table and sniffed at a tiny silver atomizer. "The lady used Colly's Chypre," he murmured. "Why will they all do it?"

"And just what does that help substantiate?"

"Markham dear, I'm absorbing atmosphere. I'm attuning my soul to the apartment's vibrations. Do let me attune in peace. I may have a visitation at any moment—a revelation from Simi, as it were."

He continued his round of investigation, and at last passed out into the main hall where he stood, one foot holding open the door, looking about him with curious intentness. When he returned to the living-room, he sat down on the edge of the rosewood table, and surrendered himself to gloomy contemplation. After several minutes he gave Markham a sardonic grin.

"I say! This is a problem. Dash it all, it's uncanny!"

"I had an idea," scoffed Markham, "that sooner or later you'd

reverse your deductions in regard to Spotswood."

Vance stared idly at the ceiling. "You're devilish stubborn, don't you know. Here I am trying to exonerate you from a deuced unpleasant predicament, and all you do is to indulge in caustic observations calculated to damp my youthful ardour!"

Markham left the window and seated himself on the arm of the divan facing Vance. His eyes held a worried look.

"Vance, don't get me wrong. Spotswood means nothing in my life. If he did this thing, I'd like to know it. Unless this case is cleared up, I'm in for an ungodly wallowing by the newspapers. It's not to my interests to discourage any possibility of a solution. But your conclusion about Spotswood is impossible. There are too many contradictory facts."

"That's just it, don't you know. The contradictory indications are far too perfect. They fit together too beautifully; they're almost as fine as the forms in a Michelangelo statue. They're too carefully coordinated, I'd say, to have been merely a haphazard concatenation of circumstances. They signify conscious design."

Markham rose and, slowly returning to the window, looked out into the little rear yard.

"If I could grant your premise that Spotswood killed the girl," he said, "I could follow your syllogism. But I can't very well convict a man on the grounds that his defense is too perfect."

"What we need, Markham, is inspiration. The mere contortions of the sibyl are not enough."

Vance took a turn up and down the room. "What really infuriates me is that I've been outwitted. And by a manufacturer of automobile accessories! ... It's most humiliating!"

He sat down at the piano and played the opening bars of Brahms's Capriccio No. 1.

"Needs tuning," he muttered; and, sauntering to the Boule cabinet, he ran his finger over the marquetry. "Pretty and all that," he said, "but a bit fussy. Good example, though. The deceased aunt from Seattle should get a very fair price for it."

He regarded a pendent girandole at the side of the cabinet. "Rather nice, that, if the original candles hadn't been supplanted with modern frosted bulbs."

He paused before the little china clock on the mantel. "Gingerbread, I'm sure it kept atrocious time."

Passing on to the easel, he examined it critically. "Imitation French Renaissance. But rather dainty, what?"

Then his eye fell on the waste-paper basket, and he picked it up. "Silly idea," he commented, "making a basket out of vellum. The artistic triumph of some lady interior decorator, I'll wager. Enough vellum here to bind a set of Epictetus. But why ruin the effect with hand-painted garlands?"

"The sound box is probably broken," he said. "Silly machines, anyway."

"The difficulty, I imagine," Markham chided him, "lies in your patriotic ignorance of so vulgar and democratic a mechanism.—Permit me to assist you."

He moved to Vance's side, and I stood looking curiously over his shoulder. Everything appeared to be in order, and the needle had now almost reached the end of the record. But only a faint scratching was audible.

Zanelli did not return to Corsica till quite recently, and meanwhile Andre Biggi had grown up.

Setting the basket down, he studied it meditatively for a moment. Then he leaned over and took from it the piece of crumpled wrapping-paper to which he had referred the previous day.

"This doubtless contained the lady's last purchase on earth," he mused. "Very touchin'. Are you sentimental about such trifles, Markham? Anyway, the purple string round it was a godsend to Skeel . . . What knickknack, do you suppose, paved the way for the frantic Tony's escape?"

He opened the paper, revealing a broken piece of corrugated cardboard and a large square, dark-

brown envelope.

"Ah, to be sure! Phonograph records." He glanced about the apartment. "But, I say, where did the lady keep the bally machine?"

"You'll find it in the foyer," said Markham wearily, without turning.

He knew that Vance's chatter was only the outward manifestation of serious and perplexed thinking; and he was waiting with what patience he could muster.

Vance sauntered idly through the glass doors into the little reception hall, and stood gazing abstractedly at a console phonograph of Chinese Chippendale design which stood against the wall at one end. The squat cabinet was partly covered with a prayer-rug, and upon it sat a polished bronze flower bowl.

"At any rate, it doesn't look phonographic," he remarked. "But why the prayer-rug?" He examined it curiously. "Anatolian—probably called a 'Crescario' for sale purposes. Not very valuable—too much on the Oushuk type. Wonder what the lady's taste in music was." Victor Herbert, doubtless.

He turned back the rug and lifted the lid of the cabinet. There was a record already on the machine, and he leaned over and looked at it.

"My word! The Andante from Beethoven's C-Minor Symphony!" he exclaimed cheerfully. "You know the movement, of course, Markham. The most perfect Andante ever written." He wound up the machine. "I think a little good music might clear the atmosphere and volatilize our perturbation, what?"

Markham paid no attention to his banter; he was still gazing dejectedly out of the window.

Vance started the motor, and placing the needle on the record, returned to the living-room. He stood staring at the divan, concentrating on the problem in hand. I sat in the wicker chair by the door waiting for the music. The situation was getting on my nerves, and I began to feel fidgety. A minute or two passed, but the only sound which came from the phonograph was a faint scratching.

Vance looked up with mild curiosity, and walked back to the machine. Inspecting it curiously, he once more set it in operation. But though he waited several minutes, no music came forth.

"I say! That's deuced queer, y' know," he grumbled, as he changed the needle and rewound the motor.

Markham had now left the window, and stood watching him with good-natured tolerance. The turntable of the phonograph was spinning, and the needle was tracing its concentric revolutions; but still the instrument refused to play.

Vance, with both hands on the cabinet, was leaning forward, his eyes fixed on the silently revolving record with an expression of amused bewilderment.

"The sound box is probably broken," he said. "Silly machines, anyway."

"The difficulty, I imagine," Markham chided him, "lies in your patriotic ignorance of so vulgar and democratic a mechanism.—Permit me to assist you."

He moved to Vance's side, and I stood looking curiously over his shoulder. Everything appeared to be in order, and the needle had now almost reached the end of the record. But only a faint scratching was audible.

Markham stretched forth his hand to lift the sound box. But his movement was never completed.

At that moment the little apartment was filled with several terrifying treble screams, followed by two shrill calls for help. A cold chill swept my body, and there was a tingling at the roots of my hair.

(To be Continued.)

LIQUOR BRIBES IN PHILADELPHIA.

MONTHLY SALARY OF £40,000.

Washington, Sept. 2. Philadelphia, the third largest city of the country, noted for its staleness and Quaker respectability, has now developed a bootlegging scandal.

The revelations made have simply torn the city up from centre to circumference and have threatened disclosures the like of which have never been known before. They prove that where municipal corruption is concerned, America leads the world and the Grand Jury investigation now in progress has brought to light that in the last seven years bootleggers and rum-runners have stowed away in Philadelphia banks under false names £10,000,000 dollars (£2,000,000).

Many of the men charged with being members of the ring were high police officials, holding important positions under the Federal and City governments. The ring was systematic and businesslike in its operations. It kept books, in which were entered every payment made and the scale of payment to which men were entitled, in precisely the same manner as a business concern records the names and salaries of its employees.

From this documentary evidence

it has been ascertained that one high police official was paid £40,000 monthly and other men in like proportion. These records are now in the possession of the District Attorney, who, commenting on what they reveal said that these seized records, supposed to be safety hidden away, show that enormous sums have been paid by bootleggers to the police.

Some of the payments are almost unheard of. "The whole rotten system of bootlegging, bribery, corruption and murder," the Prosecutor is quoted as saying, "will be exposed as it ought to be."

The investigation began after a saloon-keeper named MacLean had been shot on August 9 by three men believed to belong to the gang.

SON AVENGE'S FATHER AFTER 28 YEARS.

VENDETTA VOW MADE BY BOY OF 10.

Marseilles, Sept. 3.

How long a Corsican will wait for the chance to obtain vengeance is shown by the latest vendetta reported from Ghisoni, on the eastern side of Napoleon's Island.

Twenty-eight years ago Adrienne Zanelli had a quarrel with a compatriot named Biggi. Zanelli eventually killed his enemy, was hunted down by the gendarmes, and sentenced to five years' imprisonment and five years' exile from Corsica.

Biggi had a son ten years of age at the time of the murder, and the lad swore vengeance.

Zanelli did not return to Corsica till quite recently, and meanwhile Andre Biggi had grown up.

Setting the basket down, he studied it meditatively for a moment. Then he leaned over and took from it the piece of crumpled wrapping-paper to which he had referred the previous day.

"This doubtless contained the lady's last purchase on earth," he mused. "Very touchin'. Are you sentimental about such trifles, Markham? Anyway, the purple string round it was a godsend to Skeel . . . What knickknack, do you suppose, paved the way for the frantic Tony's escape?"

He opened the paper, revealing a

broken piece of corrugated cardboard and a large square, dark-

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CIVIL SERVICE R. C.

**PROPOSED EXTENSION TO
CLUB-HOUSE.**

Plans for the extension of the Club premises at an estimated cost of \$15,000 were laid before members at the annual meeting of the Hongkong Civil Service Recreation Club, which was held last evening. Mr. A. E. Wood was in the chair, and supporting him were Mr. G. R. Sayer, Mr. R. S. Vergote (Acting Hon. Treasurer), Mr. L. E. Longbottom (Hon. Secretary), Mr. J. W. Deakin, Mr. A. W. Grimmitt and Mr. R. S. V. V. Patterson (members of the Committee). There was a fairly large attendance of members.

The minutes of the last annual general meeting were read and passed. The Chairman then said that he had been much honoured by the Committee to be asked to take the chair in the absence of their President (Mr. Justice Wood), who was at home on leave.

The Report and Statement of Accounts had been in members' hands for some time, and he would just run over some items, leaving it to members to ask any questions on any items which were not clear to them. He expressed on behalf of the members, thanks to the two honorary auditors, Messrs. W. Bickford and J. Maasen, for the services which they had rendered.

Referring to the completion of the pulah which runs through the Club's grounds, he said that it enabled the Duke of Gloucester who arrived by steamer from Egypt. The decorated streets were lined with enthusiastic crowds.—Reuter.

Since last year they had lost two members, through the death of Mr. H. T. Jackman and the departure for Home of Mr. P. T. Lambie.

New Library Popular.

The new library seemed to be very popular as shown by the increasing use of the books, which he hoped would be returned (laughter). Mr. J. C. Fletcher had done excellent work in cataloguing the books. They had a very good cricket season, and some very good individual performances on the part of Mr. de Rome who, was in great form. They all looked forward to a better First Team season this year. Mr. F. H. Holdman was to be thanked for his services as Cricket Representative during the year.

As regards tennis, the Chairman was glad to observe the increased interest shown this year. The Club entered a team for the League, a thing which they were unable to do the previous year.

In dealing with the bowls section, the Chairman congratulated Mr. A. W. Grimmitt for the splendid showing which he put up against Shanghai in the recent Interport. Mr. Grimmitt was also to be thanked for his services as greensman.

After dealing briefly with the accounts, the Chairman proposed that the meeting adopt the Report and Statement of Accounts for the season 1927-8.

Mr. J. W. Deakin seconded, and the motion was carried unanimously.

Referring to a member who urged a greater caution in guarding against the increasing expenditure on account of Incidents and Entertainments, the Chairman said that the former were necessary ones, while the increase under the latter head was due to the addition of tennis and other fixtures to the year's sporting activities.

Extension Proposal.

The question of building a new extension to the existing club-house was laid before the meeting in three progressive stages. Firstly, the meeting was asked to say whether an extension was necessary, and if so their approval was asked for the plans which were on view at the Club-house; secondly, the cost of the undertaking; and lastly, ways and means by which the necessary funds could be raised.

The Chairman suggested that if the proposal goes through the first two stages, it was their intention to leave to the Committee the task of drawing up a scheme for the raising of the

RADIO V. CABLE.

**RADIO CORPORATION OPENS
BATTLE.**

New York, Sept. 28. By filing an application for the allocation of sixty-seven wavelengths for the transmission of domestic wireless messages, the Radio Corporation is credited with taking the first step in a keen struggle between the corporation and the old established telegraph companies.

It is understood that the Radio

Corporation's aim is the establish-

ment of its own network of domes-

tic stations to distribute its own

messages instead of employing the

telegraph systems thereto as

they have done up to the present.

—Reuter's American Service.

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.
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Consignees per Company's Vessel,
"MERIONES,"
From UNITED KINGDOM via
SINGAPORE.

are hereby notified that the cargo
having arrived per ss. "Menelaus"
from Singapore will be discharged into
Holt's Wharf Kowloon, where it will
lie at Consignee's risk and subject to
terms and conditions of storage at
Holt's Wharf. The cargo will be
ready for delivery from Godown on
and after 20th September.

Optional cargo will not be landed

here, unless notice has been given

prior to steamer's arrival, but carried

from port to port to the final port

of call to which the option extends.

All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesday and Fridays between the
hours of 10.45 a.m. and noon within
the free storage period.

No claims will be admitted after the
Goods have left the steamer's Godown
and all Goods remaining undelivered
after the 5th October, will be subject
to re-export.

All claims against the Steamer
will be presented to the undersigned
on or before the 10th October, or
they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th, Sept. 1928.

AMERICAN & ORIENTAL LINE.
From U.S.A.

The Motor Vessel,
"BIRCHBANK"

having arrived, Consignees of Cargo
by her are informed that all Goods
are being landed at their risk into
the hazardous and/or extra-hazardous
Godowns of the Hongkong and Kow-
loon Wharf and Godown Co., Ltd.,
whence delivery may be obtained.

No claims will be admitted after
the Goods have left the Godown
and all Goods remaining undelivered
after 4th October, 1928, will be subject
to re-export.

All claims against the Vessel must
be presented to the Undersigned on
or before 11th October, 1928, or they
will not be recognised.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on
Thursday, 4th October, 1928, at 10
a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-
signed by
THE BANK-LINE LIMITED.,
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THE SALT GABELLE.

**NEW SCHEME CRITICISED BY
NORTHERN PAPER.**

Peking, Sept. 28.

The N.C. Standard, while in general
agreement with the new Salt
Gabelle scheme, points out
editorially that it makes no provision
for loans such as the \$96,000 Salt
Surplus Bonds, the service of which should be met out
of the surplus salt funds after the
secured loans have been paid.

It also asks what will happen if
one district fails to pay in its quota.

It deplores the fact that the
scheme makes the Salt Gabelle a
mere clerical department without
any authority and deprives it of
the right to earmark the funds.

—Reuter.

LONDON SERVICE

"SARPEDON" 3rd Oct. Marseilles, London, B'dam & Glasgow
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"PATROCLUS" 31st Oct. M'ses, London, B'dam & Glasgow

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	Hopsang	Sun. 7th Oct at 7 a.m.
	Kwaisang	Wed. 10th Oct at 7 a.m.
WAKA via AMOY	Namsang	Thurs. 11th Oct at 7 a.m.
SHANGHAI, MOJI & KOBE		
ANTON	Hopsang	Mon. 1st Oct at 8 p.m.
SINGAPORE	Fooksang	Fri. 5th Oct at 3 p.m.
STRAITS & CALCUTTA	Hosang	Fri. 12th Oct at 3 p.m.
ENTON	Cheongshing	Mon. 1st Oct at noon.
ABAKAN	Mausang	Thurs. 18th Oct at 3 p.m.

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Motor Vessel "GLENBEG" ... 14th Dec.

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Steamship "PEMBROKESHIRE" ... 25th Oct.

Steamship "GLENIFFER" ... 12th Nov.

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RETURN SALOON PA SSAGE FARE: \$5.00

Above sailings are subjected to Weather Conditions

and Intending Passengers are requested to communicate

with the Office, whenever any of the Typhoon Signals are hoisted.

A VARYING TALE.

ALLEGED KIDNAPPING IN THE CITY.

Story to the effect that she was kidnapped and taken to an empty floor in Pottinger Street where, for two days, she was kept a prisoner, was told by a 16-year-old maid when giving evidence before Mr. R. E. Lindall yesterday in a charge of harbouring persons against a tea-house waitress.

The girl said that six days ago, when told to take some syrup to her master at the Melson Cafe in Queen's Road West, she was walking along the street, near the Chinese Recreation Ground. A mischievous boy came up, snatched the can from her and ran away with it.

She declared that it was the defendant, walking behind her, who instigated the theft. While inquiring over the probable consequences resulting from her return to her master with the can, she was reassured.

His Worship agreed, and dis-

by the defendant, who then took her to her home, promising to accompany her to her mistress and to make it all right with the latter.

Left in Care of a Woman. Instead, she was taken to an empty floor in Pottinger Street and left in the care of another woman. For two days she was kept a prisoner, being gagged during the whole period.

When the defendant called again, it was to take her to the Star Ferry wharf. There they met a folk at the Melson Cafe. On seeing him, the defendant fled.

At this point, Mr. R. A. D. Forrest who was conducting the prosecution for the Secretariat for Chinese Affairs, informed his Worship that the girl's evidence differed in many material details from the statement she had previously made on examination. Mr. Forrest said his faith in the girl's story was shaken and he applied for the withdrawal of the charge.

His Worship agreed, and dis-

charged the defendant.

THE K. C. C. ANNUAL MEETING.

(Continued from Page 2.)

date. He remarked that it was their intention to sound the members and get their opinion on the matter. The extra 50 cents would be set aside entirely to the building fund.

Increase Accepted.

Mr. Shank suggested that the subscription be raised by \$1 per month and that the cost of drinks be lowered to the old rates.

Mr. Tacchi asked for data regarding the cost of a pavilion and the effect of the increase.

The chairman said that the cost of a pavilion would be about \$100,000 and the increase of subscriptions by 50 cents per month would bring about \$1,500 yearly.

Mr. Tacchi then proposed that, in the opinion of this meeting, it is desirable that the subscriptions should be raised on from the second half of the year (February) by \$1 per month.

It was suggested by one member that the increase of the subscriptions would probably mean losing some members or frightening others from joining.

After some discussion the motion was put to the meeting and carried.

It was then pointed out that the effect of the increase on the Sea-going members would be that while the ordinary members would be paying 50 per cent increase they would be paying 100 per cent extra.

The motion was accordingly amended that the increase be 50 per cent all round.

The Vegetable Garden.

Mr. Fraser proposed that, if the Club desired to save money, they should abolish the vegetable garden.

The chairman pointed out that the garden cost the club nothing as they had to engage two gardeners on the flowers and these devoted some attention to the cultivation of the vegetables.

Mr. Fraser remarked that the flowers of the Kowloon Cricket Club were disgraceful compared with those of other clubs.

Mr. Mande seconded the proposition put forward by Mr. Fraser but on being put to the meeting the proposer and the seconder were the only two in favour of the abolition of the vegetable garden, the motion, therefore, being lost.

Mr. Tacchi asked Mr. Goodwin, the cricket captain if it was intended to have Sunday matches.

Mr. Goodwin said that he had thought of bringing the matter to the incoming committee as that was a matter for the committee to decide. Personally he thought it was desirable to have Sunday matches. He was in favour of it.

Mr. Howe asked that in future statements of accounts more details should be given. The chairman replied that the suggestion was noted and would be carried out.

The meeting closed with a vote of thanks to the president, and out-going committee.

BANK IN TROUBLE.

PRIVAT BANK, COPENHAGEN, TO BE CLOSED.

Copenhagen, Sept. 28.

The decision was taken to close the Privat Bank to-day following an abortive night-long conference between the government and representatives of the principal banks on the one hand and representatives of the Privat Bank on the other, for the reduction of the latter's share capital.

An investigation of the Privat Bank's books shows that the bank is solvent with 12,000,000 kroner share capital left.—Reuters.

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CHINESE PRESIDENT OF 25TH TROOP.

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AFRICA.

having arrived, consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where delivery can be obtained as soon as the goods are landed.

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AFRICA.

I beg to thank you for this reception accorded me on the occasion of my appointment as the President of the 25th (Hongkong) Troop of Boy Scouts, was entertained by a large gathering at All Saint's Church, Kowloon. Among those present were Mr. and Mrs. Frank Short, Rev. H. R. Webber and Mr. G. T. Waldegrave.

I beg to thank you for this reception accorded me on the occasion of my appointment as the President of the 25th (Hongkong) Troop of Boy Scouts for which honourable position I am acutely conscious of my unworthiness. Boy Scouts are sent to all countries in helping to maintain international friendship and sentiment is a way of bettering the world.

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Hongkong.



Photographs taken on the occasion of the wedding, yesterday, of the Master of Napier and Miss Muir Newson. Top, the bridal party. On the right of the bride is Mrs. Southorn, whilst Lady Newson, the bride's mother, is on the left of the bridegroom. H. E. the Officer Administering the Government is immediately behind the bride, and on his left are Sir Percy Newson and Major General C. C. Luard, with Lieut.-Col. Comyn on the extreme right of the picture.

Bottom picture shows the bride and bridegroom leaving the Cathedral under an arch of swords. (Photos: Leo Cheung.)

**AMERICA REPLIES
AT LAST!**

(Continued from Page 1.)

the primary object of any disarmament conference, and no useful purpose would be served by accepting them as a basis for discussion.

Cannot Consent.

The United States Government does not object to any agreement between France and Britain which they think is in the interest of armament limitation, but they cannot consent to the application of such an agreement to the United States.

In conclusion, the Note says that the Government of the United States remains willing to use its best efforts to obtain a basis of further naval limitation satisfactory to all naval Powers, included those not represented at the Three-Power Conference at Geneva, and is willing to take into consideration in any conference the special needs of France, Italy or any other naval Power for the particular class of vessels deemed by them most suitable for their defence.

A Suggestion.

This could be accomplished by permitting any of the Powers to vary the percentage of tonnage in the classes within the total tonnage, the certain percentage to be agreed upon.

If there was an increase in one class of vessels it should be deducted from the tonnage to be used in the other classes.

A proposal along these lines made by Great Britain and discussed by the American and British representatives would be sympathetically considered by the United States. It expects on the part of others however similar consideration for its own needs.

The Note was handed by the American Ambassador to Lord Cuschendun, the acting Foreign Secretary, to-day. The Japanese Government some time ago notified London and Paris of their approval, and the Italian Government also regarded the proposals sympathetically.

The American Note does not favour the proposals.

Cabinet Consideration.

Although it contains no fresh suggestions for achieving naval limitation, it does not close the door upon further discussions.

It is now being examined by the Government Departments concerned, and will be considered by the Cabinet, which will decide what further steps are possible to find a basis for the resumption of the work of the Preparatory Committee for Disarmament Conference, which was the sole object of the recent British initiative.—Reuter and British Wireless.

SWIM POSTPONED.

Owing to the typhoon signal being up, the Chinese Harbour Swim fixed for to-day has been postponed.

performed 2,000 unruly strikers, the South Australian Cabinet proclaimed a national crisis. As a result, all work ceased until October 1st.

Armed Specials.

Following this announcement comes a further message from Adelaide stating that the call for special constables to cope with the national crisis had met with a quick response.

It is officially expected that 2,000 men, armed with rifles, will be enrolled by to-day (Saturday) this force will have been thoroughly organised to prevent disorder and to protect the volunteer workers.

The State Premier (the Right Hon. Mr. R. L. Butler) has declared that the issue is that of mob rule or constitutional government.

Bombs in Melbourne.

The situation has evidently become even more serious in Victoria, for a Reuter's message from Melbourne reports a number of bomb outrages.

Strikers have thrown bombs into the residence of a foreman in South Melbourne and into resi-

WEDDING
OF
MASTER OF NAPIER.

**ENGLISH AS SHE
IS WROTE.**

**MOTOR COMPANY'S AMUSING
ANNOUNCEMENT.**

CLEANED NO DIRTY.

An interesting example of "English as she is wrote" has reached us in the form of a printed circular issued by a local public-car hire Company, announcing reductions in fares.

The circular is headed:—"Blake Pier Public Vehicle Are Greatly Reduced: Fifty Cents to be a Ride." Then follows this announcement:

"The United Company has ready many of New Cars and always stationed at Blake Pier and Pedder Street, Gentlemen's and Ladies' are want to take a Ride from 60 cent to start with, and or any long way have marked a reason priced hang inside that car."

"By this Company any of these car Top-Side the Front Glass have a 'Red Circle' marked with English and Chinese to be ready any of Gentlemen's may be acquainted. All these cars were cleaned no dirty, and greatly welcome to be invited with accordingly."

A further intimation adds:—"The Car Will be Starting It is Count for One Hour Pay."

**REPORTED MOTOR
SMASH.**

**EUROPEAN COLLIDES WITH
ABERDEEN BUS.**

A report reaches us of a motor smash on the Aberdeen road this morning, in which a European was involved.

No details of the accident are to hand beyond the fact that Mr. B. A. Thompson, said to be an officer of one of Messrs. Butterfield and Swire's vessels, was driving a car on the Aberdeen road when he crashed into one of the Aberdeen buses.

It is stated that the car was badly damaged, but no personal injuries were received.

GERMAN FLIGHT.

**NON-STOP FROM CALCUTTA
TO CANTON.**

A private report received in Hongkong last night stated that Baron von Huenefeld, the noted German aviator, who is on a flight to Tokyo from Europe, left Calcutta yesterday at dawn, in the hope of making a non-stop flight to Canton.

No further news of his progress had been received up to the time of going to press.

**NANKING WAR ON
COMMUNISTS.**

**FOUR LEADERS REPORTED
EXECUTED.**

Shanghai, Sept. 28. The Garrison Troops in Nanking arrested and executed four notorious Chinese Communists leaders yesterday morning.

A number of the Communist followers are also said to have been detained for trial.

dences of stevedores at Middle Park.

The front room of a house in Middle Park was wrecked, whilst another room, in which two children were sleeping, was damaged, although the children escaped unharmed.

Another bomb blew a hole in the roof of a house in South Melbourne, but nobody was hurt.

Residents in the districts concerned are most alarmed, and a large body of police has been sent to the scene of the trouble in order to carry out investigations.

Fiery Romance of Old Seville

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LEILA HYAMS
CLYDE COOK



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STAR

FINAL SHOWINGS TO-DAY

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